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Marconi service news

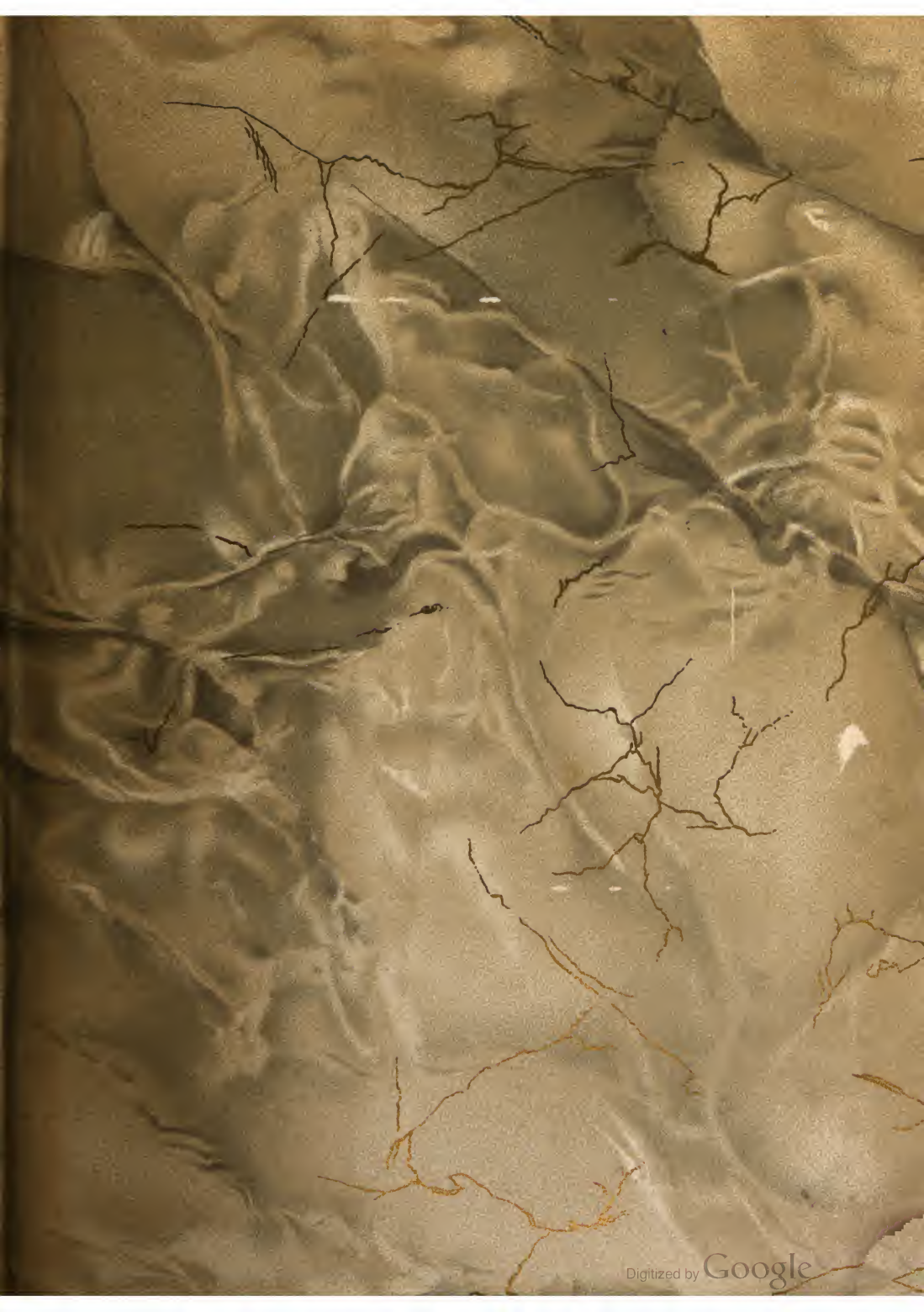
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Presented by
Mr. and Mrs. Frederic H. Hahn



MARCONI SERVICE NEWS

Vol. 2. No. 1



January, 1917

Published at 233 B'way, New York

By and for Marconi Employees

A Happy New Year!

INSPIRED by the knowledge that we are starting off on a new year—together—I wish to extend to you my best wishes that it may be for you, individually, a happy one, and in this greeting is included every employee in the Marconi service, no matter where he may be, or how humble his task.

Your loyal support has been, and is, a splendid incentive. No one can appreciate more than I, that the very substantial progress of our company in the twelve months past, is a co-operative achievement, and it is because of the faithfulness and loyalty of the individual employee, everywhere, that such gratifying results have been accomplished.

There is much to be completed, and much more to be created. I feel sure that the men who will evolve the new things are now in our service, among the loyal supporters whom I visualize as the circle which encompasses the Marconi trademark,—a symbol of infinity of effort and accomplishment banded about with our company's honored name.

It shall never be said that in this corporation the human unit has no chance of commanding attention, that individuality is merged in the mass. Opportunities are what the individual makes them, and any time, one may be called from that supporting circle to a place beside the executive standard, where special ability will always be welcomed and recognized.

With all good wishes for a happy and prosperous new year,
Cordially,

Vice President and General Manager.

Special Prices to Marconi Employees

Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply you with any book on wireless published in America at regular published price. We can also import on order any book published abroad. Send us your orders. They will receive prompt attention.

YEAR BOOK OF WIRELESS TELEGRAPHY (1916) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wave-lengths, range and hours of service, and articles by the greatest authorities on vital questions.....	\$1.50	\$1.00
HOW TO PASS U. S. GOV. WIRELESS EXAMINATION. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators.....	.50	.40
HOW TO CONDUCT A RADIO CLUB , pp. 128, 116 illustrations, E. E. Bucher. Describing Parliamentary Procedure indoor and outdoor experiments. Receiving Set and many other features.....	.50	.40
LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published..	.50	.40
HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS , pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles	1.50	1.00
TEXT BOOK ON WIRELESS TELEGRAPHY , pp. 352. Stanley, R. A. text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy.....	2.25	2.00
PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced.....	1.00	1.00
THE WIRELESS TELEGRAPHISTS' POCKETBOOK OF NOTES, FORMULAE AND CALCULATIONS , pp. 347, Dr. J. A. Fleming. Bound in full flexible, rich blue leather, stamped in gold, with round corners and gold edges. A book of practical working formulae and calculations for the student of radio telegraphy. Bound to be considered an indispensable part of the working equipment of every wireless student.....	1.50	1.00
WIRELESS TELEGRAPHY , pp. 443, 461 illustrations, by Dr. J. Zenneck. Translated from the German. The work is the most scientific and thorough that has appeared on this subject. It covers all phases from physical principles to finished commercial apparatus.....	4.00	3.60
PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS , edited by Dr. Alfred N. Goldsmith. Nos. 3 and 4—1913; Nos. 1, 2, 3, 4, —1914, and Nos. 2 and 4 for 1915 sold singly at \$1.00 each. Volumes II (1914) and (1915) Bound in Buckram, \$5.00 each. Subscription by year.		6.00
WIRELESS TELEGRAPHY AND TELEPHONY , pp. 418, 350 illustrations. Eccles, W. H. A Handbook of Formulae, Data and Information. Also gives brief accounts of the position of modern thought and speculation, includes a number of detached essays on subjects that seem to have been neglected hitherto. Many formulae now published for the first time. A number of Abacs for facilitating the rapid application of formulae. A novel Abac for the calculation of wave-lengths of circuits. The information is classified on a simple, definite system and the scheme of cross-references is complete, a copious Index and a Glossary of the Scientific and Technical Terms, Words and Phrases used in Radio-telegraphy	3.50	
THE WIRELESS AGE. This is essentially YOUR magazine. You can help to make it more interesting and more widely known by introducing it on every opportunity to new readers. Your special rate will apply on NEW subscriptions secured by you at full price \$1.50, you keeping the commission of 50 cents. Obviously EVERY Marconi employee should read the Wireless Age . Net to you.....		1.00

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MARCONI SERVICE NEWS

LIFE AT THE KAHUKU HIGH POWER STATION

As Viewed by W. A. WINTERBOTTOM

TO the average Marconi wireless operator, Kahuku and Koko Head are vaguely known as sites of trans-pacific high power stations. The exact locations are somewhat hazy, and little is known of the life enjoyed by the Marconi men stationed there.

It is the general impression that both Kahuku and Koko Head are somewhere near the city of Honolulu, whereas Koko Head is within twelve miles of the city, but Kahuku, where for the present our entire staff is located, is found on the other side of the island of Oahu, some eighty miles by railroad, and forty-six by direct automobile road.

The trip from Honolulu to Kahuku, which is usually made by automobile or motorcycle, is quite interesting. The road is particularly good, and the entire journey takes about two hours. The road runs through many miles of sugar plantations and pineapple fields, always green and under constant cultivation.

Honolulu is situated on the lee side of the island and during the midday hours is often uncomfortably oppressive. But once the wide range of hills dividing the island has been crossed an immediate change in the temperature is noted, and upon arriving at Kahuku there is a strong, steady and most welcome breeze right off the ocean which is found most refreshing.

Situated within a stone's throw of the beach the Kahuku station is ideally located from the point of health and comfort. Quite a large staff is housed in the Marconi Hotel, some operators and some engineers. Sel-

dom does one find such a sturdy, healthy and genial lot. Chief Engineer Rau, one of the most promising young men, has been complimented not only by his employers, but by the chief engineers of the Japanese government wireless service. And he has merited it; sixteen hours a day has been his steady diet for a year or more.

The Kahuku station differs from the other high power stations in the matter of power generation. The usual practice is to tap on to some electric supply service, but at K I E three large steam boilers, fired by oil, operate two 500 h.p. turbine generators. This requires the services of special turbine engineers, and one of the best is George Stepp, who came to us from the Turbine Palace of the Pacific—the Great Northern. Eklund and Hackenburg also take shifts in the steam department, one of the most modern and complete steam-electric plants built. Stepp not only knows the steam turbine game from A to Z, but knows as well how to get results with the least expenditure of time and money. His constant aim is greater efficiency.

Over in the electrical department are Graff and Harvey, acting as shift engineers. In this work Chief Engineer Rau also takes a turn. Graff has had considerable experience at the California stations and he has been a valuable assistant to the Chief. Young Harvey, apart from trying, rather painfully, to smash plate glass insulation with his bare fist, is a careful fellow, industrious, and of much promise.

In the operating house we find

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MARCONI SERVICE NEWS

Gompf acting as traffic supervisor, a new position which he is handling with much credit. Under his care are operators Anderson, Allen, Lynch and Smith. They are all first class men of whom the Company is proud, and their future looks extremely bright. Anderson is the man who "opened" the Japan circuit, and on this particular morning he handled some 5,000 words in the finest fashion. Allen is a comparatively new man at the station, and he contemplates taking a college course shortly. He hopes to re-enter our service later and we shall be glad to welcome him. Lynch recently arrived from Marshall, where he had made an enviable reputation for himself. Smith is well known as one of the best marine operators on the Pacific; he had grown fond of the Honolulu trip on the Matsonia but his ability required that he assume more important duties in the high power service.

When off duty these happy fellows enjoy life to the full. Seldom a day passes but what a party from four to six skip over the hill into the surf for a swim. And they are some swimmers! Anderson, they say, was born in the South Seas and has been swimming ever since. Stepp, Eklund and Gompf, however, are ready at any time to give Anderson a race.

After a swim and a shower there is usually a game of tennis before dinner. Here the honors are usually divided between Stepp and Graff, although Rau and Anderson help to make the game interesting.

To keep in the best of trim, Engineer Stepp has constructed an outdoor gymnasium, complete with flying rings, trapeses, horizontal bars and other apparatus, and judging by the condition of his colleagues, this is quite a popular feature.

Dinner usually finds seven or eight of the boys ready for the good things

served up by the excellent Chinese cook. The meals served at this hotel are as fine as any served in the City of Honolulu.

Usually, after dinner one of the boys starts up the pianola, or possibly the Victrola. Three or four others take up cues in a pool or billard match. Others will pick a quiet corner and an easy chair, fill up the old briar and delve into the Marconi library for an hour or two. Quite a number of other games are indulged in, such as whist, checkers and dominoes.

Hearing a motorcycle rush by the hotel window, about then, we inquired and learned that one of boys was off to the village, some three miles distant, to bring back the evening mail. There are two mails a day each way, and everybody is interested when Harvey returns fifteen minutes later with the mail bag. It is a signal, and jokes about certain school-ma'ms and others fly thick and fast.

At the week-end there is usually a little lull, and the boys off duty make for the city or some nearby resort. Most of the staff own either motorcycles or cycles so these trips are usually made by motor. The trip to the city by motorcycle is made in one hour and a half.

Anderson boasts an automobile which, so they say, once made the trip to Honolulu—forty-six miles—in one hour flat. It is mostly engine, but two bucket seats and a titty golf-olr gasoline drum are cradled on the back to hold it to the ground.

On the whole, life at the station is very attractive; each man has his own room, comfortably furnished, and the house laundress takes care of his linen for two dollars per month. The Marconi Social Club of Kahuku was recently formed and monthly dances and other entertainments are promised in the near future.



MELTING POT

Wherein A Fusion of Human Elements is Effected by DAVID SARNOFF

This is the time of the year when **BALANCE SHEETS** are made up and studied.

Let us not be unmindful of **OURSELVES**; for around each of us there is an individual little world.

We are all in business; we are merchandising our **TALENTS, ABILITIES** and the like, meagre as these may be.

The best way to determine benefits from a **BALANCE SHEET** is to **ANALYZE** the items which comprise it.

By this method, the **WEAK** and the **STRONG** points become evident. In this way, campaigns are formed and plans executed.

But we must be **ACCURATE** in our **ANALYSIS** and base our deductions on **LOGIC**.

Shakespeare struck the keynote of self analysis when he said:

"THIS ABOVE ALL UNTO THINE SELF BE TRUE
AND THEN IT MUST FOLLOW AS NIGHT THE DAY
THOU CANST NOT BE FALSE TO ANY ONE."

SELF ANALYSIS is perhaps the greatest and most important **STUDY** of all.

It is the most useful to the individual; but, like everything else, it has its **LIMITATIONS** and **PITFALLS**.

To avoid these one must **KNOW** them.

Let me direct your attention to two **PITFALLS**.

One is **SELF CONSCIOUSNESS**; the other **EGOTISM**.

Men often become **SELF CENTERED** and **SELF CONSCIOUS** when scrutinizing themselves minutely.

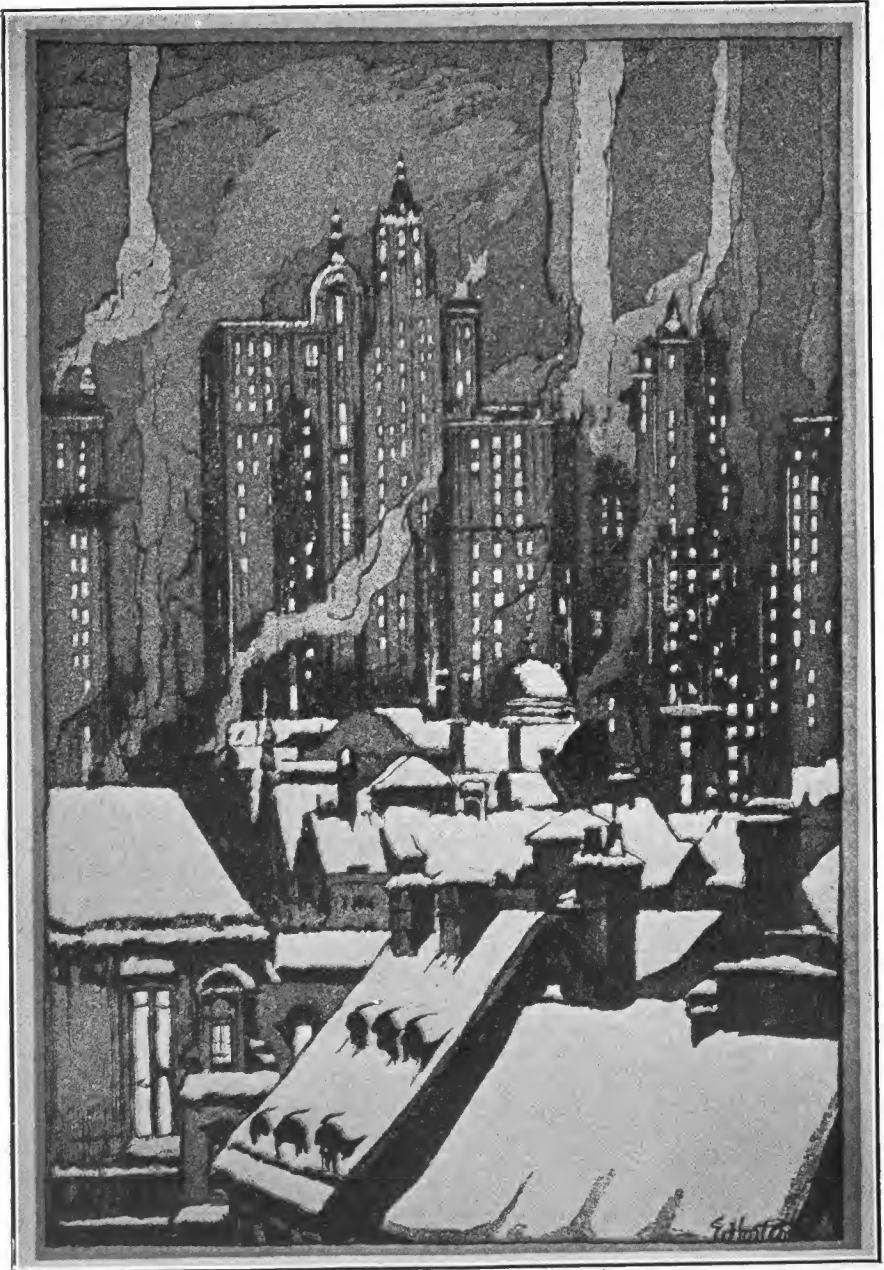
Others frequently reach the conclusion that they are in reality not receiving all due them, and thus form an **EXAGGERATED APPRAISAL** of themselves, and this spells **EGOTISM**.

To the extent that one can **STRIKE** the middle and sensible course; he derives **BENEFIT** from **SELF ANALYSIS**.

I do not wish in this note to suggest more than the need for the **INVENTORY**.

Take it **NOW** and be sure you "copy it all down."

When you have done this, let's begin next month to find a fusion of all our ideas through the medium of **THE MELTING POT**.



BRASS TACKS, *DRIVEN BY C. J. ROSS*



TOMORROW

There's a city called Tomorrow somewhere up along the road,
Where you hope that kindly fortune all your burden will unload;
Mystic city of contentment, trouble cannot enter there,
And the gates are closed forever to the devil's want and care.
As you pass the yearly mile-stone on the road along the way,
Can you say you've been a credit to the village called Today?

Look around you in the village—there's the silvery morning light,
Where the miracle of sunrise has dissolved the inky night;
You can hear the ringing laughter of the happy people there,
You can hear the sobs and weeping of others in despair,
Watch efficient men who flourish as they force the right of way,
Note the idlers and the weaklings as they wither and decay.

On the threshold of the New Year pause a moment, friend, and think,
Through Today there runs a river, you are standing on the brink,
Where a vessel's primed for sailing to that city far away;
And each makes out his passport when he's booked to leave Today. . .
All the passports are collected, read and censored with great care,
You can't bank on kindly fortune for an unearned welcome there.

There is only one solution—Let your banner be unfurled,
Join the serried ranks of workers, blast your way on through the world;
And that Gain and Peace you're seeking, which ofttimes to you does seem
To avoid your grasp and vanish like a dim and distant dream,
Will be yours. . . Become the master, think and work, don't shirk and fear.
Show the Great Almighty Power that you're thankful for this year.

MARCONI SERVICE NEWS

"THOUGH HUNDREDS OF MILES AWAY"

South Wellfleet, Mass., Dec. 6th, 1916.

Mr. E. J. Nally,

Dear Sir,

Although it is a little early to write you, still while the opportunity is at hand, I wish to extend to you the season's greetings, and sincerely trust that you will have a very Merry Christmas.

I have been here one year now, and like the place more and more each day. Everything is satisfactory, and I am absolutely content in every manner. The Company certainly is kind to its men, and words seem to fail to indicate my extreme appreciation.

Most important of all, I hope that you, and the Company, are satisfied with my work, and will not hesitate to let me know if at any time there is anything more I can do for the Marconi Company, or its interest.

Very sincerely yours,

Irving Vermilya, Manager.

December 20, 1916.

Mr. Irving Vermilya,

Manager, Marconi Station,

South Wellfleet, Mass.

Dear Mr. Vermilya:—

Please accept my thanks for your letter extending the greetings of the Christmas season. It is a source of considerable satisfaction to me to know, as your communication indicates, that although the activities in which the men of the Marconi Service are engaged, may keep them hundreds of miles away from the executive offices, I am still able to continue in touch with them and to feel that their spirit of co-operation is as strong as though they were here.

At this, the Yule-Tide season, when kindly thoughts and good cheer prevail, it is also gratifying to learn that there is realization among those in the Marconi service that this Company has a keen appreciation of loyalty and efficiency and has shown it by careful regard for the welfare of its employes. Your expression of happiness in your work and willingness to bend every effort to aid in maintaining the Marconi ideal of efficiency is a valued tribute to the policy of the Company.

With Best Wishes for a Happy Christmas, I am,

Sincerely yours,

E. J. NALLY,

Vice-President & General Manager.

Advice on Abstracting



Conducted by

C. F. Krauter

Operators are cordially invited to direct questions to this official department, which is designed to clear up all points pertaining to the making up of abstracts.

Questions on technical matters will not be answered.

The Operator's name and division must accompany each inquiry, but will not be printed.

A New Year again; undoubtedly another year of accomplishments. I trust you have all been as happy as I have in overcoming difficulties and straightening out traffic tangles in these pages. We have reason to be proud of the establishment of an esprit de corps and should feel encouraged to strive continually as one individual to achieve success for the group as a whole. Here's for a Happy New Year.
—C.F.K.

J. E. K.—Mr. A., aboard the S.S.—sends a message ashore to Miss B, prepaying a reply to the extent of \$2.00. The message is delivered locally by Coast Station Manager C.

Ship Operator D claims that Manager C on shore should make out an R.P. voucher in favor of Miss B, in the amount of \$2.00 and deliver it to Miss B with the message.

Manager C and his staff insist that Operator D should give the voucher to the sender of the original message, Mr. A.

Which is the correct method of procedure?

Ans.—Operator D is correct. Miss B will use the R.P. voucher as payment for the answer. Manager C must turn in the voucher with his traffic report to offset his R.P. charge. If Miss B so desired, she could file her reply via any other Marconi station, and hand the voucher to the operator as payment.

Do not get mixed with messages put on the wire by Manager C, because in that case the Western Union

operator would issue the voucher. The September issue dealt rather extensively with R.P. messages.

M.M.—Should our regular receipts be given for an R.P. voucher, the same as for cash?

Ans.—Yes. Cross out the wording "the sum of" and enter the wording "R.P. voucher, number so and so."

Note:—The St. Jean is now operated by Cie Navale de l'Océanie, 77 Rue de Lille a Paris.

Ed.—What company operates the Arrino and Tatarax?

Ans.—Seimens Bros.

A.LaF.—What account is debited and credited on traffic via coast stations in Spain?

Ans.—Spanish Government.

Note:—Some of the boys tear up their cancelled message copies. This should not be done. Every message taken in must accompany your traffic report. We often have to refer to cancelled copies of messages in order to adjust a complaint.

J.H.J.—Who operates the Amolco?

Ans.—Crowell and Thurlow, Bos-

MARCONI SERVICE NEWS

ton, Mass.

D.S.—If one of our ship stations gave an MSG for delivery ashore, to an affiliated ship lying in port (for instance in Mexico), would there be any tolls due the affiliated company?

Ans.—No, provided there was no other line charge, in which case they would bill us for delivery charges only.

E. H. M.—An ocean letter is routed as follows: Marconi coast station to Marconi ship, to be mailed in port. What is the five cent postage charge credited to, on the coast station abstract?

Ans.—American Marconi Co's Ship Stations, in Column No. 16, together with the ship's tax. The ship will credit "This station's proportion" and "Registration" respectively.

Note.—Canal business forwarded via Colon and Balboa must be prefixed "C.B."; all operators do not do this, however. Refer to Special Order No. 26 and be governed accordingly.

K.R.—Column No. 21 on the received side of ship station abstracts is the only column that we may use for such tolls as R.P., Registration, etc. How should the column be headed; provided different classes of tolls are entered in the same column?

Ans.—Miscellaneous.

B.O.S.—Does the ship's tax of U. S. Government vessels vary between four and eight cents, depending on the service in which the ship is engaged, or is it four cents at all times?

Ans.—The following, from letters received on the subject:

U. S. Army Transports . . . the rate is four cents per word, regardless of the position of the Transport.

U. S. Coast Guard Service . . . the Coast Guard Cutter Ship tax is four cents per word at all times, (excluding the Great Lakes), no matter

whether the cutter is on a coastal or transoceanic voyage.

U. S. Navy Department. . . the radio rate of United States Naval vessels is four (4) cents per word, regardless of direction of voyage.

Note.—Time and again the Herman Frasch is shown on coast station abstracts as being operated by the Union Sulphur Company; this ship is operated by the Atlantic Communication Company.

INCREASE IN MARINE OPERATORS' WAGE SCHEDULE

The Traffic Department announces that, effective January 1st, 1917, the following wage schedule for marine operators will be put into effect throughout the entire organization:

	Per Mo.
Commencing salary	\$30.00
After six months' service:	32.50
After one year' service	35.00
After one year & 6 mo.	37.50
After two years' service	40.00
After three years' service	45.00
After four years' service	50.00
After five years' service	55.00
After six years' service	60.00
	(Maximum)

All operators who are receiving \$25.00 per month on January 1st, 1917, when the new schedule is put into effect, are to be increased on that date to \$30.00 per month, they will then be required to wait six months before they will receive their next increase, which will be July 1st, 1917, when they will be increased to \$32.50. Thereafter regular increases will be given semi-annually or annually, in accordance with the schedule given above.

Operators receiving \$30.00 or over on January 1, 1917, are not to be affected in any way, but will continue to receive their regular increases as they fall due, as per schedule.

MARCONI SERVICE NEWS

THE RADIO PROVIDENT CLUB—1916

"Thrift is not a virtue of tomorrow, but of today. The young man who puts off until he is earning a larger income or has satisfied some present want, or for any other reason, the effort to spare and accumulate is pretty sure never to begin, unless under the pressure of misfortune. And it is really true that only the beginning is difficult."—J. J. Hill.

The following is the final statement of accounts of the Radio Provident Club, for the fifty weeks ending November 25, 1916:

Total number of memberships	429		
Total Deposits			\$7,593.50
Withdrawals during the year	154	\$1,296.00	
Delinquent memberships	38	192	372.50
			1,668.50
Remaining memberships and fund	237		\$5,925.00
Interest earned			222.78
Total of fund, November 25th			\$6,147.78
Value per share, distributed in cash			\$ 25.94
Amount deposited, per share			25.00
Net profit, per share			\$.94

The Club will be continued during the coming year, and the plan under which it will operate will be the same as heretofore.

Weekly payments to begin with the week ending December 16th, 1916, should be remitted to M. H. Payne, Trustee, Geo. M. Hayes, or J. B. Duffy, authorized collectors, the investment of which will be in the hands of a committee whose names are affixed hereto.

Following is a comparative statement of the operations of the Club for the three years of its existence.

	1914	1915	1916
Total memberships	392	310	429
Total deposits	\$3,760.66	\$5,305.50	\$7,593.50
Withdrawing and delinquent members	285	180	192
Amount withdrawn and delinquent	2,032.16	2,055.50	1,668.50
Remaining members	107	130	237
Remaining Fund	2,728.50	3,250.00	5,925.00
Interest earned	104.86	143.00	222.78
Net profit per share	.98	1.10	.94

Respectfully submitted,

DAVID SARNOFF, Chairman

M. H. PAYNE, Trustee

C. J. ROSS

G. W. HAYES

J. B. DUFFY

E. B. PILLSBURY

Committee.

MARCONI SERVICE NEWS

WE'LL TWINE A WREATH



*Memorial to operators lost at sea,
Battery Park, New York*

We'll twine a wreath in the morning
hours

When Maytime zephyrs blow,
A chaplet of starry springtime flowers
For the lads who are lying low.

In the wreath we make, the vine and
and rose

We will deftly weave between,
The names of the men that the ser-
vice knows,

To keep their memories green.

We'll hang our wreath on the foun-
tain there,

Where crowds may gather to weep
For the boys who feared not to do
and dare,

Till their ships went down in the
deep.

And every year we will come again
To their monument near the sea,
And bring our wreaths for the wire-
less men—

The lads who served at the key.

—Benjamin Beckerman,
Operator S.S. Hamilton.

FREE. LIBRARY FOR MARCONI OPERATORS

Further consideration of the com-
fort and welfare of marine operators
is revealed in the announcement just
made from the Head Office that all

operators reporting to New York may
have full privileges of the free library
maintained by the Company in the
Woolworth Building. A selection of
books for reading during periods of
inactivity while at sea may be ob-
tained by applying to the librarian.

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MARCONI MEN ON THE WING

A Few Interesting Observations by E. B. PILLSBURY

IT'S a long, long way from Manhattan to Vancouver, over the majestic Canadian Rockies across eight states and four provinces; and a far cry thence to Alaska where Mr. Winterbottom and I reached our farthest North, and on to Hawaii our farthest South, and back home through California, over the Union Pacific. It takes but a moment to outline the route, but many weary miles to traverse it. We have encountered a variety of climates, and divers kinds of people as well as glaciers, icebergs, dog teams, active volcanos, strange fishes and birds, tropical flora, bewildering hula-hulas, unknown fruits, surf boards, and everywhere boundless hospitality. During five voyages on the much-dreaded Pacific, old Neptune was as placid as Long Island Sound; and two of these voyages were made on the Great Northern, one of the palaces of the Pacific unequalled for speed on the Atlantic and surpassing any ship of her size in American waters for luxurious fittings and perfect service. Messrs. Bryant and Wiese, the Marconi officers on board, made us feel right at home, and the same is true of every ship on which we sailed.

We left New York near the end of August, crossed the continent in sizzling weather without discomfort, and embarked at Vancouver on the Grand Trunk liner Prince George for Juneau, where we landed after a grand trip through the inside passage, which resembles a continuous performance on the lower half of the Hudson River. The Captain went out of his course to allow the passengers a close view of the great Taku glacier at sunset.

We found Juneau to be a modern

city of 7,000 built mainly on piles paved with timber, the buildings modern, many being of concrete construction. One of the office buildings is of seven-stories, equipped with an electric elevator in charge of a colored conductor wearing spotless white gloves. The streets are electric lighted and alive with motor cars. The mountains extend right down to tide-water, leaving but a narrow level stretch. The hotels would do credit to any moderate sized city, although the cost of food is abnormal. We found it warmer in Juneau than in Vancouver and did not wear overcoats during September. There were flowers everywhere, sweet peas being in many cases as high as twelve feet. Vegetables grow to unusual size. We were told that in mid-Summer it is at times too warm to work during the middle of the day owing to the in-shore sweep of the Japan current.

Manager Bence at Juneau is an able manager and is in charge of the erection of our new station building and steel tower, the latter being far up on the mountain side. He has an interesting family and an efficient staff consisting of Messrs. Manahan, Marthaler and Schneider, the last two named "batching" it on the mountain top. They invited us to remain for luncheon and prepared an excellent meal of ham and eggs with accessories, although in turning eggs Marthaler landed one of them on the floor.

Before leaving we called on the Governor who received us with much cordiality. On the lawn in front of the Capitol is an old cannon of Russian vintage.

We had an opportunity to go

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through a quartz mill and observe the process of separating gold from the rock, this particular mill yielding \$1000 per day in pure gold, the work being almost entirely automatic, the workmen merely watching the machinery.

We were also privileged to inspect a salmon cannery where the work is done mainly by machinery and we are through eating canned salmon forever! We saw in one of the streams, large salmon jumping over falls seven feet high to reach their spawning grounds. After spawning, they die, if not captured, by means of seines.

The indian villages are interesting, being built in imitation of the white man's; and the Indian burial places are unique, being ornamented with curiously shaped and carved images of birds and fishes—and totem poles to represent families and tribes, some being fifty feet high. Some tribes enclose the corpse in a bag and hang it in a tree out of the reach of animals. We saw one so placed at Alert Bay. The Indians live by hunting, fishing, farming, making baskets and moccasins.

Ketchikan we found to be a town very similar to Juneau but considerably smaller, the shops in both towns being attractive to tourists. Manager Powell and his charming wife and infant daughter were most hospitable and we found his efficient staff to consist of Messrs. Lange, Svenson, Johnson and Wilhelm, all good men and true. The wireless station is so located as to be accessible only by water in the winter season and a good sized motor boat is a part of the equipment.

Wrangell resembles Ketchikan and is devoted solely to fishing. It has the most remarkable collection of totem poles in the territory.

(To be continued)

SOME SPEED RECORDS

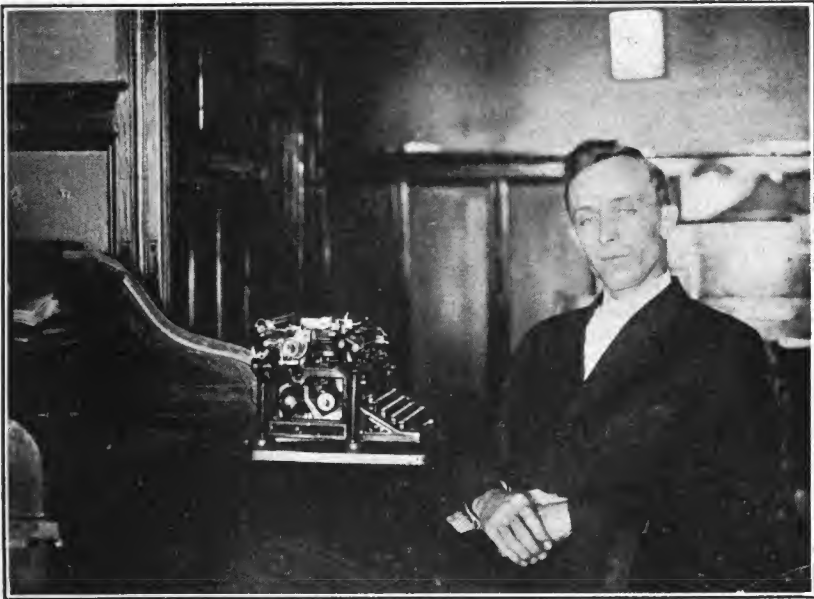
ALTHOUGH the service between the United States and Japan was inaugurated only a short time ago, several speed records in sending and receiving messages, which prove wireless faster than existing cable practice, have already been made by operators in the trans-Pacific stations.

Operator "Paddy" Walsh of Honolulu recently sent to the Marconi receiving station in California, a distance of 2,372 miles, sixty-seven messages in one hour and twenty minutes. None of the messages was shorter than fifteen words and some of them contained forty words. W. H. Barsby, operator at the receiving station, copied the messages without a "break" or an error.

Operators in the Marconi office in the heart of the business section of Honolulu are today with the aid of repeaters transmitting direct to both the United States and Japan. Automatic transmission and reception of messages at a speed of from eighty to 100 words a minute will be brought into use in the near future.

W. A. Winterbottom, the new Division Superintendent, believes the 100-word a minute estimate is entirely too conservative; half again that speed can be obtained, he predicts.

Meanwhile, some wonderful performances at the key are being carried out. "I spent Thanksgiving eve and day with the boys at Marshall," says Mr. Winterbottom, "and witnessed Mr. Walsh, in Honolulu transmit **fifty-seven** Night Lettergrams direct to Mr. Barsby, without a break and without a correction, in **fifty-nine** minutes."



DAILEY—MANAGER OF HATTERAS

JUST seven years and three months ago the present manager at Cape Hatteras station was its office boy. Richard B. Dailey came there at age nineteen from a clerkship in a wholesale grocery house in Elizabeth City, N. C., because as he expresses it, "from early boyhood I had been very anxious to study electricity, but my circumstances had debarred me." His entrance into the wireless field was the result of both determination and initiative; for while on a vacation he scraped up an acquaintance with the station's chief and talked himself into an opportunity to learn the mysteries of the station's operation. This was in United days, and R. J. Vosburgh and G. O. K. Kendrick, then assigned to the post, went to no end of trouble to instruct the boy who challenged their admiration by his

intensive efforts to master his subject.

The knowledge possessed by his tutors—one an electrical engineer and the other a premier telegrapher—was absorbed so intensively that Dailey was ready for a position nine months after his posting began. He secured the second trick for awhile, then was called to New York and assigned to sea service on the Larimer. A year later he entered the Revenue Cutter Service and within three months was rated as Chief Electrician.

Dailey returned to Hatteras—this time for the Marconi Company—on November 15, 1912. He was third trick operator for a year, was then assigned to second trick, and in October, 1915, was appointed manager of the station.

Maintenance Matters

A Department for Technical Questions With Answers

By P. B. Collison

All employees are invited to direct technical questions to this department

IN looking over the station reports it appears that certain operators are not familiar with the proper names for different parts of a standard Marconi aerial.

I will therefore explain certain details of aerial construction.

The wire is made of seven strands of No. 18 B&S silicon bronze, twisted together in a cable. At the end of each wire is placed a hard rubber rod twenty-four inches long and three-quarters of an inch in diameter. A large galvanized eye in each end is provided for attaching it to the eyebolt in the spreader. The wire is brought through the eye and twisted around itself, the rod is fastened to an eyebolt with an S hook. The eyebolts pass through are held in place with a nut. The bridles consist of two pieces of hemp rope seven feet long with an eye spliced in each end. Spaced on this rope are two pieces of hard rubber tubing, the space between them and the rope being filled with sulphur. Each piece of rope thus prepared is termed a "strop insulator."

These bridles are fastened to the spreaders with shackles, the two sides of which are joined at the halyards with another shackle. The wire rope halyards extend from this junction through the pulley to the base of the mast.

These halyards are supplied and maintained by the steamship company, and should they require renewing, operators should so report, to the steamship company, duplicating the information on the ship's log and on

the station report. Such reports should be made to the operating company in writing, and a duplicate turned in to the M.R.I. Department.

If the correct notation for certain parts of the apparatus are not understood by operators, they should give as complete description as is possible, forwarding it to this Department whereupon the necessary information will be forthcoming.

F.J.K. writes:—Last trip, when I put my storage batteries on charge the voltage decreased and they got very hot. What caused this?

Answer:—You were charging the batteries 'backwards', e.g., the current from the generator passed through the cells in the wrong direction. The easiest and best way to tell when you are charging the batteries right is to connect a voltmeter across the cells and note its reading in volts. When the charging current is applied the voltage should immediately rise. If the voltage decreases, open the circuit at once and reverse the polarity of the charging current. If you charge accumulators 'backwards' for any length of time you will ruin them.

A Few Hints on Station Reports

Please be definite. When ordering fuses state number, type and size. If you have any doubts we will help you out. If your Bradfield deck insulator leaks, tell us whether it is an electrical leak or whether water comes through. In the first case a new hard rubber tube is needed, and in the second a can of white lead. When ordering brushes for the motor

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or generator mention the make and size of the machine. If you wish to have your crystals replaced bring in the old ones and we will exchange them. If you do not remember to do this, be sure and state what type of tuner you are using.

With the type of station report now in use it should be very easy for operators to submit definite and neat reports. On the whole the reports are well written but a few have been received recently indicating little more than the name of the vessel.

The following is important:—Please leave your spare telephones where the Inspectors can test them. They are often at a loss to know whether you have one or two pair.

B.W. asks:—(a) Why is it that when I get a good note on the quenched gap and the ships rolls the note breaks up?

(b) Can you tell me what power Cape Cod uses when sending press and whether his aerial is directional east and west?

(c) Why is it that it is necessary to loosen the coupling between the primary and secondary of the oscillation transformer when using the synchronous rotary gap?

(d) What makes a spark jump across the safety gap of the transformer when using the synchronous rotary gap?

These questions all refer to the standard 2 k.w. panel sets.

Answer (a) If the motor generator is installed "athwartships" the rolling of the ship will cause the armature to be thrown against the end thrust bearings and its speed will be slightly reduced for the moment. Also, the armature is thrown slightly out of the magnetic field, thus reducing the voltage generated. It is this variation of speed and voltage which causes the note to change.

Answer (b) Cape Cod uses about

twenty kilowatts when sending press. The aerial is not of the directional type, but it seems to radiate most of its energy over the North Atlantic.

Answer (c) The duration of a discharge at the sparking points of a synchronous rotary gap is so long that if the primary and secondary of the oscillation transformer were not kept wide apart a considerable amount of energy would be transferred back to the primary. This would increase the damping of the open circuit and an impure wave would be radiated. With a quenched gap the primary discharge is much shorter and the open circuit retains all of its energy. Because of this, closer coupling between the closed and open circuits can be used with a resulting increase of efficiency of the transmitter.

Answer (d) Sparking at the safety gap of the transformer when the synchronous rotary gap is used is probably caused by the gap not being properly 'synchronized.' When a gap of this type is used the stationary and rotating spark points permit two discharges a cycle. The discharge must be regulated to occur when the leyden jars receive maximum voltage. This regulation is brought about by the threaded adjusting rod fastened to the iron casting supporting the stationary electrodes. If the sparking points are not opposite when the jars are ready to discharge, a spark will jump across the safety gap, thereby relieving the strain on the windings of the transformer.

H.B.W. writes:—Why is the tuning so broad when the series condenser is used in the open circuit of a receiver?

Answer:—A series condenser invariably increases the effective resistance and therefore the total damping of the open circuit. A highly damped circuit cannot be easily brought into resonance with another tuned circuit.

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OUR NEWSPAPER IN A NEW GUISE

Operator D. Mann Taylor has forwarded the accompanying picture of Mrs. Clapp, one of the lady passengers on the maiden trip of the Ecuador, leaving San Francisco for the Orient, August 27th. She very deftly made a "dress" out of Ocean Wireless newspapers, using the booklets and inserts in quite an original manner. Her husband represented a signal station with a flash light bulb on his cap.

The occasion was a "fancy dress" dinner on board in mid-Pacific. The dining room was darkened as they came in, a little later than the rest of the passengers, and as they entered Dr. Clapp flashed off "Greetings, 73." The lights were then turned on and the whole company assembled applauded heartily the originality of the idea created by the newly wedded couple on their honeymoon trip. It was quite a novelty and they were awarded the first prize.

Mr. Taylor says of the premier trip: "Although we had a very light list of passengers, I sold 800 papers and did \$285.00 Marconi business. I used to double and treble that on the Korea, but I had more people on board, and of course the Korea was a larger ship."

A SUSPENSION FOR CHANGING ADJUSTMENTS

Operator A. W. Peterson, of the Marconi Hillcrest station, at San Francisco, was suspended without pay from October 22nd to November 16th, for having changed the adjustments of the transmitting set at the Hillcrest station on August 30th, mak-

ing the coupling much closer than the adjustment data posted in the radio room provided for.

All operators are strictly cautioned against making any adjustments to their transmitting apparatus which are not in accordance with the tuning data posted in the radio room.

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EXECUTIVE OFFICE NOTES

George S. DeSousa, Traffic Manager, returned to New York December 20th, after an extended trip through the West, during which he reorganized the Pacific Coast Division and had full charge of the opening of the new service between California, Hawaii and Japan.

E. B. Pillsbury, General Superintendent Transoceanic Division, returned to New York on December 20th, after a four months trip through the Pacific Coast Division. During his trip he visited Alaska, Hawaii and California.

The Marconi Company has inaugurated a Commercial Department, and David Sarnoff, former Assistant Traffic Manager, has been appointed Commercial Manager, with headquarters at New York City. G. Harold Porter has been appointed Assistant Commercial Manager.

Lee Lemon, former Superintendent of the Transoceanic Division, has been appointed Purchasing Agent of the Marconi Company. He takes office January 1, 1917.

C. J. Ross, former Auditor, has been appointed Comptroller. He will also enter upon the duties of his new office January 1st. As his lieutenants, H. A. Sullivan, former Chief Clerk, has been appointed Auditor of Disbursements, and Henry Heisel, former Traffic Auditor, has been appointed Auditor of Receipts.

EASTERN DIVISION NEWS

An attractive card carrying the Marconi trade mark and appropriate holiday greetings was sent out Christmas Day by the staff at 42 Broad Street.

Victor Rand has returned. He is on the Medina, of the Mallory fleet.

A. A. Borch has come back to the fold. Borch is bound for Italy on the Campana.

E. Barnwell, the veteran operator, is in charge of the Monterey.

John R. Conway is senior on the Comanche.

L. J. Ainley is serving on the Amazonia, a one-ran ship.

Leslie Walters, a recent graduate of the school, is junior on the Byron.

R. C. Thomas is enjoying what, to him, is a novelty—a long-trip ship. He is attached to the Camino.

O. F. Williamson is on the El Capitan, cruising to West Indian waters.

Leo Goldblatt was assigned by the Southern Division to the Pearl Shell when she was equipped at Baltimore a few days ago. Goldblatt has seen quite a little service in the south.

Harry Slater is junior on the El Cid.

George Menhinick is getting the weather reports on the D. N. Luckenbach. It's his first long trip.

H. A. Williams is junior on the Mexico II.

Arthur Gray is on the Muskogee.

G. R. Wimpfheimer is junior on the El Occidente.

C. F. Asche is on the Alamo. Asche was formerly an operator in the army.

Bill Payne is first on the City of St. Louis.

H. T. Williams is on the Avellana.

R. J. Clarke is operator on the Wellington, a new equipment.

D. B. Templeton has recovered from his illness and has been assigned to the Concho as second. Templeton was glad to return to work.

J. F. Flagg is on the Dochra. Flagg made a special trip across on the San Rossore before joining the Dochra, and liked it.

W. A. Roy is visiting southern ports on the Santiago.

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P. H. Cartier, late of the Southern Division, is on the Paloma.

Baldwin Guild has won promotion to the Engineering Department, and seems well on his way to become Chief.

A. Cruttenden is now attached to Sea Gate station.

L. F. Kendall is junior on the City of Columbus.

J. M. Harrison has been assigned to the British steamer Korona as operator in charge.

Charlie Gould is back from the border and we hear he is to write an article for The Wireless Age relating his experiences in New Mexico while attached to the radio section of the New Jersey National Guard. Gould is now on the Arapahoe.

Ralph Harris, who until recently worked in the Great Lakes Division, is on the Comet of the Standard Oil fleet.

S. Cissenfeld was assigned to the tug Britannia by the Southern Division. The Britannia is making a voyage to England.

David Levin was placed on the Larimer by our Baltimore office.

E. T. McCauley, of the Southern Division, is on the Wilmore, formerly the Atlantic.

A. DeBrosky is on a two months' trip to Southern ports on the Bayway.

S. Gaskey, a man we're proud to know, has returned to the service of this Division. He is senior on the Morro Castle. For the last year or two Gaskey has spent most of his time with the Pacific Coast Division.

H. H. Redlin has returned to duty after a short leave of absence necessitated by ill-health. He is on the Brilliant, seeing life.

J. M. Bassett is senior on the Manchuria. Frank Schneider is with him.

John A. Nash, who a couple of years saw duty on various ships of the American Line, has returned to the service. He is junior on the St. Paul.

William Sirkin is senior on the Apache. Sirkin only lately returned from a long trip on the Virginia.

G. B. Ferguson, popularly known as "Plugs," is attached to the Virginia.

G. P. Hamilton is on the San Jacinto. George Draper is with him.

G. R. Townsend, a school man, is junior on the Hamilton.

M. Kanter is junior on the Philadelphia, of the Red D.

Frank Velten is junior on the Morro Castle.

Eric W. Arnold has returned. He is on the Guiano, running to West Indian ports.

Frank Gressly is making a long trip on the Westoil.

Joel Smith, a school man, is junior on the El Siglo. Flack has been promoted to operator in charge.

Frank Rosenquist is in charge of the New York, of the American Line. Frank has reason to think pretty well of himself after appointment to this post.

SOUTHERN DIVISION NEWS

Little John is coming to Baltimore during the holidays, so we are told. The rumor goes on to say that it is not solely that John wishes to spend Christmas in Baltimore, but that he expects to take back to the beach with him one of the greatest Christmas gifts one could wish for.

From 11 p.m. November 17th, until 3 a.m. November 18th, the Motorship Bramell Point, 684 miles East of Nantucket L.S., was heard by Mr. Murray and the operators on the Steamer Ontario, while the latter was coming up Chesapeake Bay. The

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signals were heard clear and strong through interference from numerous 2 k.w. sets. The Bramell Point was equipped by Mr. Murray, at Baltimore, with a $\frac{1}{2}$ k.w. set.

J. Franklin Wyble recently left Baltimore to equip the Veenbergen, at Newport News, and to make some repairs on the Kaikoura.

E. M. Murray has been transferred from Baltimore to Philadelphia, where he has taken charge of the construction work in that district. Mr. Murray has taken the place made vacant by the promotion of Mr. Morris.

Mr. George I. Gerson, of the Construction Department, New York, has been appointed construction engineer of the Southern Division at Baltimore. Mr. Gerson takes the place of Mr. Murray.

Mr. Murray has completed the equipment on the Royal Arrow, and wound her up with 22.5 amps., in the antenna.

Operator Jos. Bernert was recently relieved on the Paraguay by J. W. Channell, a new man in the service.

Junior Operator Weber has been relieved on the Quantico by Jos. Pawson.

Vincent Zito has been assigned to the Howard as senior operator, relieving L. H. Gilpin. H. P. Jernigan is junior.

Lloyd E. Bell, who has returned from Cape Hatteras, where he has been relieving during vacations, has been assigned to the Ontario as senior.

P. E. White recently transferred his duds from the Norlina to the Alamance, where he relieved Henry McKiernan, resigned. Henry is now an electrician's helper for a gas company.

P. Fretz, formerly on the Toledo, relieved P. E. White on the Norlina. Fretz was relieved on the Toledo by

Arthur Ault, from the Delaware Sun.

Mr. Ott, a new man in the service, was assigned to the Delaware Sun, relieving Arthur Ault.

J. S. Merritt has been transferred from the Kershaw as junior, to the Rockingham as senior, relieving Loyal W. McKee. Mack is acting senior on the Kershaw temporarily, with Curtis as his junior.

Statistics show that out of eighteen coast station managers and operators of the Southern Division, there are fourteen married and four single, which speaks well for the common sense of the Southern Division.

GREAT LAKES GOSSIP

E. A. Nicholas, chief operator at Cleveland, is spending his vacation at home.

E. C. Wahl, operator in charge of the Buffalo station, is spending the winter at Buffalo, having closed up for the winter on December 1st.

The Mackinac Island station also closed for the winter on December 1st. George Grostick, operator in charge of that station, dropped in to see us the other day and stated that he intends to go to the Atlantic Coast after Christmas.

The Eastern States, of the Detroit & Cleveland Navigation Company, with operator R. S. Henery in charge, laid up for the season on December 2nd. Henery has gone to the Atlantic Coast for the winter.

The City of Buffalo, of the Cleveland & Buffalo Transit Company, operator E. J. Ermatinger in charge, laid up for the winter on November 19th. Mr. Ermatinger is spending the winter in Cleveland.

The City of Cleveland 111, of the Detroit & Cleveland Navigation Company, laid up for the winter on No-

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vember 19th. Operator L. C. Waterstrout, formerly in charge of this vessel, has gone to the Atlantic Coast for the winter.

The City of Erie, of the Cleveland & Buffalo Transit Company, laid up for the winter on November 18th, and Operator Irving Wallace, formerly in charge of this vessel, has returned to school.

A. E. Jackson, superintendent of construction, has just returned from a trip to Chicago, having gone there to look after the installation of the new Chicago station, which is being moved from the Congress Hotel to the Transportation Building.

Operator C. M. Dibbell has been assigned to the Nevada, Operator D. B. Oliver of the Nevada reporting for duty at New York about January 1st.

Operator E. Brandt has been assigned to the night position at the Ludington (Mich.) station.

Operator E. W. Kreis has reported for duty at New York.

L. Lynn, formerly on the City of St. Joseph, has been assigned to the Alabama.

Operator Raymond Ehling has been assigned to the Arizona.

SAN FRANCISCO CHANGES

H. W. Underhood, in charge, with B. R. Hassler as assistant, sailed on the Alliance for Mexican West ports, November 22nd.

F. W. Harper, formerly of the West Coast was assigned to the Aztec at New York, November 29th.

J. A. Stirling assumed charge of the Avalon station December 8th, relieving D. C. McMullin, who will resume his duties at Avalon at the conclusion of his annual vacation.

E. R. Fairley, of Standard Oil Barge 91, returned to his vessel on December 9th, after spending three

weeks visiting relatives in the Southland.

T. C. Eastman rejoined the Beaver as operator in charge at the expiration of his six weeks' leave. His tour of the Middle States was of considerable interest and full of pleasure.

M. J. Hankins was assigned operator in charge of the Columbia, at Seattle on October 28th. George Street is acting assistant.

A. E. Brady was assigned to the Celilo as operator in charge on November 26th.

J. J. Michelson joined the Steamer F. A. Kilburn as assistant on December 8th.

H. W. Everett and J. E. Dickerson are acting first and assistant on the Lurline.

E. T. Jorgensen was assigned operator in charge of the Manoa, November 17, relieving J. A. Mische, resigned.

R. Ticknor relieved E. Smith as operator in charge of the Matsonia when Mr. Smith was transferred to the High Power station at Kahuku.

W. Chesebrough has been assigned to the Steamer Multnomah as operator in charge, vice E. T. Maher, resigned.

W. W. O'Farrell joined the Steamer Oregon, of Wilson Bros. & Co., on November 15th. This vessel is a new addition to our fleet, equipped with a P5 set on November 4th.

G. Crous sailed on the Paraiso for South American ports, November 4th.

C. F. Trevatt and C. A. Lindh are acting first and assistant on the President.

The Umatilla, with operators C. M. Jackson and G. Knudsen, is again on the Seattle-San Francisco run.

W. J. Erich and F. Mousley are holding down the job on the Steamer Wilhelmina as first and assistant, respectively.

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233 BROADWAY, NEW YORK

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By and for Marconi Employees



DAVID SARNOFF

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ON THE COVER—DAVID SARNOFF

A Brief Biographical Sketch of the Commercial Manager

IN recording a brief biographical sketch of David Sarnoff, recently appointed manager of the commercial department, the first thought that arises is that he typifies, probably more than anyone else in the organization, the familiar designation, Marconi Man. Mr. Sarnoff has been continuously with the Company for eleven years, and with the celebration this month of his twenty-sixth birthday, he becomes one of the most important and active members of the executive staff.

His first employment was as office boy, six years after he arrived in this country from Russia. Through home study he mastered the key operation of both land wire and wireless telegraphy and within a year received an assignment to the Siasconset station. Service on various ships and at shore stations followed, winning for him promotion to the position of manager at Sea Gate. He returned later to sea service and made the trip to the Arctic icefields, which he later described fully in *The Wireless Age*. For this voyage he equipped several sealing ships with the Marconi system and operated on one of the vessels throughout the trip.

Next in shore duty came an assignment as manager of the station at Wanamaker's, New York. It was during the period of this service that Mr. Sarnoff enrolled for a night course in electrical engineering at Pratt Institute and received the diploma which won recognition for him in the form of a promotion to the position of inspector at New York. Within a very short time he advanced to the chief

inspectorship and traveled extensively through the country inspecting and remodelling ship and shore stations.

In 1912, two years after his elevation to head of the inspection staff, he was called to the executive offices and has since risen successively through the positions of assistant to the chief engineer, assistant to the traffic manager, and contract manager. On January first he was appointed manager of the commercial department with entire charge of the handling of all contracts for ship and shore installations, the negotiating of all licensing agreements with manufacturers operating under Marconi patents, the supervision of maintenance, inspection and repair of all Company equipments, and the handling of all apparatus sales to the U. S. Government, as well as foreign nations and commercial companies.

Incidental to the close application required for his success in the commercial world, Mr. Sarnoff has contributed a generous share to the advancement of scientific study of the radio art. He is now serving his third term as secretary of the Institute of Radio Engineers, for which body he prepared one of the most widely discussed papers ever presented to its membership. He also conducted the first tests in this country of the Marconi Bellini-Tosi Direction Finder and the experiments which resulted in the wireless train despatching system installed on Lackawanna railroad trains and stations. Mr. Sarnoff is a member of the Association of Railway Telegraph Superintendents and the Maritime Exchange in New York.

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REMINISCENCES

By Norman E. Albee

My attention was first directed to the mysteries of wireless telegraphy by a fellow townsman who had recently returned from an extended visit to New York where men were discussing the wonderful achievements of Mr. Marconi who was then making his debut in the unscientific world. This young man explained that one or two shore stations had been erected along the beach and when it was desired to transmit messages to ships at sea they trained a powerful searchlight over the sea until it rested upon or directly over the ship it wished to communicate with, and dots and dashes were flashed with the light. By some this was accepted as genuine, while others met it with much skepticism. Fortunately I was one of the skeptics.

I have the distinction of being the first wireless operator from the state of Delaware. On July 5th, 1907, I

entered the employ of the American De Forest Wireless Telegraph Company and have been handed down to its successors as they were reorganized, renamed and resold without once severing connection therewith.

My faith in the future of the art was attested by the fact that I resigned from a position with the Long Island Railroad at sixty dollars per month and a promise of seventy dollars to remain, for a beginning in the wireless field at thirty dollars a month. When the old company passed into the hands of the receivers many of us working on a weekly salary did not get any pay for two months.

My first assignment was the Standard Oil Barge No. 95, the lowest of the low. In August I was transferred to the Tug Astral of the same line and received my initiation upon the seas. We ran into a sixty mile gale off Cape Hatteras. A jib had been run up to aid the tug; before this could be lowered it was torn to shreds by the gale which soon lashed the seas into a fury. The Master of the barge in tow afterward remarked that he could see the keel of the tug as it dipped down into the trough of the sea. After one trip south the entire crew except the First Mate, Chief and First Assistant Engineers and myself left the ship, fearing to make the trip to Texas through the hurricane belt.

The Captain was allowed four week's vacation. I attribute my remaining on the boat not to courage but to ignorance of the sea. With an eccentric and domineering navigator temporarily in charge, and a crazy steward who paraded around clad only in trunks, with cold biting winds whipping across the decks, acclaiming himself the embodiment of health, and fol-

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lowing closely on the heels of a hurricane for twenty-four hours around the peninsula of Florida, the trip was not an enviable one.

My next berth was the S.S. Princess Anne, Old Dominion Line, where I joined the passengers in visiting the Jamestown Exposition. During these trips through Hampton Roads I had the pleasure of hearing wireless telephone conversations between the commanders of the American fleet then assembled for the trip around the world.

After a Christmas vacation the S. S. City of Atlanta, Savannah Line, became my home. During the night of January 27, 1908, we hit a real sou'wester giving us a hard twelve hour struggle before the ship poked its nose around Cape Hatteras. Some cried, some prayed, others kept quiet. They said I whistled for pure braggadocio though several ladies testified later to its soothing effect. Plainly, in mind, do I again see the agonized features of the man huddled in a corner of the dining saloon again passing through the suffering and tortures of the shipwreck to which he had been a recent victim when cast upon the turbulent waters in an open boat drifting for many hours without food or water, and numb with cold.

July 7th, 1908, I was transferred to the S.S. Seminole, Clyde West India Line. On August 1st we ran into a terrific gale 200 miles southeast of Hatteras which came near being our last voyage. The old ship which had weathered the storms for nearly forty years creaked and groaned as if in mortal agony as it dropped into the stormpits of the ocean, and the towering waves broke with mighty force across its decks, carrying away everything detachable on the superstructure.

August 19th, 1908, found me in a

new berth on the S.S. Morro Castle, New York & Cuba Mail S.S. Co. On December 1st while anchored in Havana harbor the government docks containing magazine stores exploded and burned to the waters edge. Our ship was anchored about two hundred feet from the fire and so great was our danger the fire hose was put in readiness for an emergency. It was a regular Fourth of July celebration on a large scale.

March 21st, 1909, I was appointed Manager of the new 5 k.w. station at Wilmington, Delaware, erected principally for overland communication. Mr. Bogart, Vice President, in confirming my appointment was generous enough to say it was not only because of my selection by Mr. Duffy, Acting Superintendent, but largely owing to a report from Mr. Summerville, Inspector, whom I had never met, crediting me with keeping the set on the Morro Castle in the neatest and best condition of all ship sets and recommending advancement. After sixteen months of successful operation the station was closed when by mutual agreement between the Commercial and Navy Officials all overland communication was discontinued whenever it was possible to use wires.

My next assignment was to the S. S. Juniata, Merchants & Miners Transportation Company, for a ten weeks test. This proving successful we obtained a contract for equipping their twenty-three ships and I was appointed Manager of the new 5 k.w. station at Sparrows Point, on the outskirts of Baltimore. Business increased the first month from thirty to three hundred dollars and the second and succeeding months to six hundred dollars. This was largely due to our efforts in giving a better and more efficient service to Hatteras than did the Norfolk station.

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resulting in traffic being diverted to us.

Mr. Pannill, District Manager, was given a desk in the General Manager's office in New York. To me fell the task of assigning the operators to the ships, particularly the new M. & M. ships, and checking all local traffic. During my fourteen months at this station I broke in about fifteen new operators all of whom I believe are still with the company. It was at this time in 1911 when I received one of the temporary licenses first issued by the government. Operator Bowers, my assistant, took charge when I left and has filled the position ever since until recently.

I was sent over to Atlantic City to take charge of that station three weeks while Manager Miller was away on a vacation. Following this I was detailed as Temporary Manager of Cape Hatteras for three months until a suitable Manager could be located. Then I was transferred as Manager of the Norfolk, Va., station. During the first month we regained all the traffic being diverted to Baltimore and held this service until the station closed ten months later. Early in November 1912 the S.S. Noruega was damaged at sea in a collision with the Glenlui and the Norfolk station was able to render valuable assistance. Several days later Operator Harrigan, present Manager of Virginia Beach station, and myself, each received a letter from Furness Withy & Company Limited Newport News, enclosing a check for \$25 "In recognition of services."

When the Marconi Company took possession of the United Wireless affairs, the station at Norfolk was closed and the staff transferred to Virginia Beach in January 1913. After remaining there for one month I was transferred to the Managership of

the Tampa, Fla., station. Seven months later Operator Young, my assistant, was selected to fill my post and I was again transferred to the Managership at Cape Hatteras.

In October 1915 Operator Dailey, First Assistant, took over the reins of management and I was transferred to my present position in the High Power Service at New Brunswick, N. J.

KETCHIKAN

NEWS FROM THE ARCTIC

The ice is thawing out and it prompts us Marconi Men of the north to let our brothers of the key, in the different stations of the company, know that there is a place called Ketchikan and that there are some real live wires here too. 700 miles north of Seattle is Ketchikan the first port of entry into Alaska, land of snow and ice, a small town but a pretty one. Located on the side of Deer Mountain it forms a pretty picture with beautiful surroundings. Here is situated the relay station of the Alaskan circuit of Marconi's chain of stations.

The station is of 25 k.w. capacity and we also have two other sets of 1 k.w. and 5 k.w. which we work marine. The 25 k.w. set is of the disc discharger type and has a note similar to that of KET. Juneau is our northerly point of transmission and Astoria, Ore. is our southern outlet.

The aerial here consists of 22 wires each 1000 feet long supported by 4 steel towers which are 320 feet high. This is used for sending only. Our receiving aerial consists of 2 wires coming down from the end of the two last towers to the operating house.

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For receiving we use a Marconi type 105 tuner with a type D valve. We can hear all eastern stations and at times copy Nauven. Japan comes in daily. This is our outfit and bond to the world of civilization.

R. S. Powell is the High Muck-a-muck here carrying the title of manager around with him, and his worthy subordinates are, Messrs. Lovejoy, Svendsen and last of all "the Kaiser" or to those who don't know this personage his real name is F. Wilhelm or to make it more illustrious Frederick. That's how he is called the Kaiser. Pleased to meet you. Now we are acquainted and let's light up

We have a regular tub we call the Radio, a ship of about 3 tons, mostly cement, and about 25 feet long and 7 foot beam. Has a 4 horse engine which drives the old hull at a speed of two miles an hour. Plenty fast enough? Yep, we won the races last summer with it. The only kick we have against it is that it keeps us all broke trying to keep the thing in commission. At present she is at the shipyard getting fixed up for the summer; and when it comes time to pay, it sure will make a crimp in our pay check for the next six months. After standing an eight hour watch one of us usually goes out to start her up and after two or three hours exercise we give up in disgust and swear that never again will we ride in a boat but will hit the planks for town. Talking about planks, we've got all there is in Alaska to walk on. Yep, a plank walk from the end of the government road to the station, about ten inches wide. It's awful dangerous for one who feels hilarious to attempt walking on this thoroughfare on the road to "Marconiville." The station is two miles from town and for about a mile and a half of the

way the government has built a fine wide road where Tin Lizzies can pass each other without having to ditch. Oh yes, we have three Fords in this town and they are the go. Some times when we are flushed we go joy riding from one end of town to the other a distance of 3 miles. We shut our eyes and make believe we are riding along B'way back in old N. Y. and dreaming of our only one, we left behind. These thoughts console one when we get lonely, but the activities of the social set here keep one from getting lonely. Dances and parties come in frequent procession and other enjoyments add to the gaiety of life in this Country of No Mans Law.

The Kaiser has been acting very funny lately, going out with a clean collar on and his suit all pressed up. All we know is that she is a blonde. Time will tell. Let's wait. Lovie is getting free admission into the show house here. The reason is the Ticket seller. She's dark and Mike Svendsen is getting fat on waffles at the little waffle house across the way from the city office in town. It ain't waffles, we think, but we are not going to say anything. Ah, we almost forgot our worthy messenger. His name is Luke, and he is the pride and joy of us all. Can find anyone even if they had a name like some of the Russian towns the Germans are bombarding. He's a wonder and his ambition is to some day be a "Hero." Day dreams.

Duck shooting, trout fishing and bear hunting season opens soon so get ready for some fish stories.



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MARCONI BUDS

That the interest of the company in its employees extends to their families, even unto the second generation, is evidenced by the smiling face of Charles J. Larkin, the seven months old husky, who's proud parent is Thomas A. Larkin, Jr., of the Aldene works.

We will be glad to reproduce here portraits of Marconi infants under 18 months when taken; and at the close of the year, the Editor will award a cup to the one voted to be the best baby, by a committee of envious bachelors and maidens to be selected by the Editor who will act as Chairman.

MEDIEVAL HAVANA

Up to 1880, the older part of Havana was still enclosed by the massive wall of medieval days. It took the century between 1633 and 1740 to build and cost about \$700,000. In those days, the city gates were promptly closed at 11 p.m., except on nights when dramatic performances took place at the Tacon Theater, which, like the London playhouses of Shakespeare's time, was without the wall. Early each morning a jam of horses and mules bearing food for the city's tables congregated outside each of the principal gates. Small sections of the old wall are still standing at Monserrate and Refugio Streets and at Monserrate Street near Teniente Rey. You will realize the smallness of the Havana of two centuries ago when I tell you that the site of the Prado which runs through the heart of the present-day city was then quite hopelessly beyond the wall. The Punta, the Carcel and the Campo de Marte were also extramuros.

LARGEST 'PHONE CABLE LAID

New Submarine Line Connects Staten Island and New Jersey

The largest submarine telephone cable in the world has been laid across Raritan Bay, between Eltingville, Staten Island, and Keansburg, N. J., by the New York Telephone Company. It is nearly five and a half miles long and carries seventy-four pairs of wires.

The new cable does away with 3,000 miles of open wires and 13,000 cross-arms from the poles on the route from New York to Spring Lake, N. J. It will serve such communities as Asbury Park, Long Branch, Red Bank and Seabright, and, besides increasing the number of circuits available, will improve the transmission quality.

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THE GROUNDING OF S. S. ECUADOR

D. Mann Taylor

The value of Marconi equipment aboard all vessels was again demonstrated, when on March 10, 1917 at 12:45 p.m., the Ecuador of the Pacific Mail S.S. Company, which inaugurated the new Oriental Service last year ran ashore on a sand pit five miles off Tungsha Lightship, off the entrance of the Yangtze River, while bound from Kobe, Japan, to Shanghai, China. The accumulation of mud and sands off the mouth of the river is constantly changing position, making navigation difficult, and great caution must be exercised by the pilot, who boards the vessel about eight miles off shore.

About half an hour after taking the pilot aboard, our ship was fast in the mud. Constant communication being maintained at all times, it was only a matter of minutes until the Shanghai officials of the Company were notified of our predicament and the assistance of tugs requested. The Tender Victoria was immediately despatched, and soon arrived on the scene. After several attempts to float the ship, using the main engines and one tug, it was found impossible to do so, and additional tugs were requested by wireless and arrived the following morning. In the meantime our Shanghai passengers were sent up to the city on the Company's tender. Our through passengers elected to stay on board, as there apparently was no danger, the weather being calm and the ship's position favorable for an early release.

On the arrival of three tugs, the next morning, a strong attempt was made to float the ship, but the sands held her fast. Much time was lost awaiting high tide to continue operations. It then was decided that the ship's cargo must be lightered. Some 1500 tons of cargo was discharged into lighters, which had been sent down from Shanghai, and with the aid of the three tugs the Ecuador floated off into deep water, after being forty-eight hours aground—and proceeded to Woosung, to discharge the remaining cargo of specie and the mails.

The weather being calm during our stay on the bar, it was uncertain whether the ship sustained any damage or not. The following morning we proceeded to Hong Kong, where the ship was dry-docked. It was found that no serious damage was sustained, but had the weather and sea conditions changed I might have a different story to tell.

A feeling of perfect safety prevailed among the passengers on learning that we were in communication with the Shanghai officials and that tugs would be sent to our assistance at once. Over one thousand words, were handled with accuracy and despatch between the Ecuador and the French Station at Shanghai and Chinese Station at Woosung.

We were also in communication with our sister ship, the Venezuela, on board of which was Mr. J. H. Rossetter, Vice-President and General Manager of the Pacific Mail Company. Mr. Rossetter was kept intelligently advised of our position and movements, although 1800 miles away. Captain A. W. Nelson and the officials of the Pacific Mail Company at Shanghai complimented both Mr. E. V. Baldwin, my associate operator, and myself on the efficient service rendered at the crucial moment.

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OUR WEEKLY LIMERICK

There was a young man who was
bitten
By twenty-two cats and a kitten;
Sighed he, "It is clear
My finish is near,
No matter; I'll die like a Briton."
—Toledo Times.

MONOTONY OF SEA LIFE

By Charles Sandbach

Ship operators sailing from New York are indeed fortunate in having a library of their own from which they can borrow books. With the right spirit, this library of yours might be made one of the most enviable of libraries.

There are many good, desirable books on the market, ranging from fifty cents, up. If each operator using this library would subscribe, say fifty cents or a dollar per year, this money might be well spent in buying new books. In addition to works of fiction there are many books of travel and adventure, not to mention scientific works, which are intensely interesting and would form welcome additions.

Besides your own library, operators sailing from large ports like New York can take advantage of the valuable city libraries. You say: "Oh, but the books might become overdue before we get back from a voyage." I have taken books as far away as Buenos Aires. I will tell you how I used to manage it. The night before we were due to sail I would take out from the library whatever books I wanted for the voyage. Most books, other than works of fiction, are renewable after fourteen days. I reckoned up on what dates, and how often, the books were due back before we were due to return. I then made out postcards asking the

librarian to renew the books. These cards I left at home to be mailed when they became due. Of course, this is no brilliant idea, and there may be quite a number of operators doing the same thing. On the other hand there may be some to whom it has not occurred. It is for these that I take the trouble to write these few lines.

Another arrangement with regard to periodicals may be worth mention. Often an operator is attached to one ship for months, during which time he becomes well acquainted with all the officers. Most ship's officers take a few periodicals of some kind with them to help while away the monotonous hours between watches. Often three or four officers on the same ship will each buy the same magazines. Why not form a "Periodical Club," decide what periodicals you wish to buy, and each pay a share? The magazines could then be passed around from one to the other. Generally, officers are only too glad to fall into line with this idea. Then again, most passenger ships have their own libraries. If asked in the right way, the Chief Steward will generally give operators the privilege of borrowing one book at a time. There is no doubt, however, that the most profitable way of overcoming the monotony of the sea is to fix on some line of study.

JUNEAU

Sparks from the Land of The Midnight Sun

The spring thaw is now on and we take this opportunity of sending greetings to our friends from our camp.

We were very sorry to see our former Manager Mr. C. E. Bence leave our midst, but at the same time, glad to know that he is gradually

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reaching the top of the ladder of fame. He is a jolly good fellow.

Our eyes have been strained looking down the channel for the steamer that will bring Mr. Isbell and the new set. We are in hopes that both will arrive shortly and, before our old friend "static" comes down from the "Borealis" to pay us his annual visit.

The climate of this territory, Alaska, seems to contain a vast amount of romance. The latest victim is "Old Man" Cowden, who has succumbed to the charms of a fair maid who lives in Haines, a most beautiful little village not far from Juneau. We have suggested several remedies, but as yet he can't see it that way.

"Chechako" Woodford mused in over the icy trail the latter part of January, and has decided to become one of the much "toted" prospectors. Many have gone broke prospecting up here. When he gets back to little old "Noo Yawk" he will show the Broadway elite's how to "Mush over the trail."

"Old Nick" Marthaler is down with a touch of Alaskanitis, and yearns for the sunflowers of Kansas; but he still has hope that the proposed bridge across Gastineau Channel will soon be a realization. The 15c ferry fare is causing him to groan.

The "Gondola Club" gossips have it that the Board of Education is anxious about the future plans of Manahan. They would like to know if it will be necessary to make another appointment for a teacher. More Alaska romance!

"Ossie" the winged messenger has been fitted with a pair of "specs" and a gold chain that dangles gracefully across his rosy cheek. Some one of these Juneau ladies is going to win him yet.

The welcome sign is on the house door, boys, so don't forget to pay us a visit when you are "p this way.

HONORING THE DEAD

On Decoration Day a committee of Marconi men, consisting of Robert F. Miller, Charles F. Krauter and E. B. Pillsbury placed a handsome wreath of flowers on the Wireless memorial in Battery Park, New York, in the name of the Marconi Company. The fountain and shaft were erected in 1915 as a permanent memorial to the wireless men who have given their lives in the service, their names being inscribed on the shaft, thus perpetuating their fidelity and sacrifice.



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Maintenance Matters

A Department for Technical Questions With Answers

By P. B. Collison

All employees are invited to direct technical questions to this department

By Government direction all vessels upon entering the port of New York must have their aerials lowered to the deck. In order to minimize the possibility of breaking the insulators or otherwise injuring the aerial equipment, operators are directed by this Department to superintend the raising and lowering of the antennae. We have reason to believe that the Navy Department may soon rescind this order, but the Hydrographic office will continue to seal the doors of all wireless cabins upon arrival at quarantine. On vessels where operators sleep in the radio cabin, it is suggested for their convenience, that they have their personal effects (including their operating license) packed ready for removal just previous to arrival at quarantine; otherwise they will be required to await the convenience of the Navy Department to break the seals. Operators should thoroughly understand that these seals are not to be removed by anyone until the vessel has cleared the three-mile limit.

The New York Division of the M. R. I. Department is installing several ship equipments per week, which in addition to the regular routine has heavily taxed the Department; and in order that all necessary repairs may be made without delay, operators are requested to hand in their station reports immediately upon arrival. This matter must be given particular attention as we have no other means of obtaining information concerning the movements of ships. Although our station report forms were purposely simplified for the con-

venience of operators, it appears that certain members of the staff do not properly fill them out. For example, it is not enough to simply state that "One of the clips on the aerial switch is broken" or that "New brushes are required"; because there are 18 clips on one type of aerial switch and a dozen on another.

If operators do not know the name of the particular part broken, they should try to make a simple sketch of it on their report forms. When ordering brushes for motor generators, they should make sure to state the type and size of the machine. Careful attention to such details will relieve us of unnecessary labor. Punctured Leyden jars, old telephone cords, dry cells, carborundum crystals, etc., should not be allowed to remain in the operating room, but should be brought to the stock room at 25 Elm Street.

We fully appreciate that certain of the operators in the service are beginners and consequently do not fully follow out the instructions given in General Orders. The M. R. I. Department is ready at all times to help operators solve their difficulties. If they will inform us of their troubles at once, we will make every effort to aid them. In order that the recognized standard of Marconi service may be maintained, operators should let their personal interests become subordinate to those of the Company. By so doing they will find that their personal troubles will disappear and their interest will grow with those of the organization.

Several of the new 1-4 k.w. 500

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cycle cargo sets are now installed and in service. As no information regarding these sets has yet been published a few words regarding them may be of interest. The transmitter comprises a 500 cycle motor-generator with a synchronous rotary gap. Unlike previous sets the oscillation transformer has a hinged primary and changes in coupling are effected by moving it at right angles to the secondary. Maximum antenna current is shown by a resonance indicator in the open circuit. This indicator consists of a shunted 4 volt electric bulb. A few words regarding the use of this indicator are necessary. With tight coupling this lamp will glow brightly over a wide range of adjustments. However with loose coupling the resonance point is so well defined that a slight change of inductance in either the open or closed circuits will cause the glow to diminish considerably. When the Inspectors tune this transmitter to the standard 300, 450 and 600 meter wave-lengths they endeavor to use a fixed point of coupling for all waves. To change the wave-length therefore it is only necessary to place the flexible inductance leads on the points indicated by the tuning record. Although extremely simple in construction the type 112 receiver furnished with this equipment is the equal of any tuner in the service. A lightning switch is also provided. When the operators are not on watch or during a severe lightning storm this switch should be thrown down thereby grounding the antenna.

The following suggestions regarding 106 type tuners may be of some benefit. The dead-end switches on these tuners sometimes do not make good contact or one of the wires leading from the inductance coils may break loose. When this happens all points beyond the affected spot be-

come dead. If the dead points are beyond No. 299 on the primary or No. 7 on the secondary, no serious inconvenience will be caused; but if below these points operators will have difficulty in receiving signals at ordinary wave-lengths. If this should occur on a vessel on a short run we prefer that the operators do not attempt any repairs; but if it is found necessary to do something to receive at all, proceed as follows:— If the dead points are in the primary circuit, disconnect the aerial and ground wires from the tuner. Then connect a pair of head phones in series with a dry cell and put them on these posts. Put the primary condenser in the "OUT" position. Then by testing each point with the switches the defective points will be quickly found. If the open circuit is caused by a broken wire the break should be jumped. Poor contacts on the dead-end switch commutators may be improved by bending the spring brushes. If the open points are in the secondary the phones and battery should be shunted across the secondary condenser and all other outside wires taken off the binding posts. Then repair as before.

NAVAL RADIO SCHOOL

Under the instruction of Chief Radio Gunner J. E. Hudson, formerly of the Marconi Company, the radio school of the Naval Reserve force has been opened in the Rogers High School, at Newport, R. I. The laboratory has been fitted up with modern wireless apparatus of an advanced type, suitable for coast defense vessels. The courses are arranged for men who have enrolled as operators, and for electricians and seamen with previous experience as amateurs. Forty men are under instruction.

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BRASS TACKS, *DRIVEN BY C. J. ROSS*



SLIPPING

The day was bright and crispy, but the Super wore no smile.
He knew that he was slipping, he had known it quite a while.
He heard the buzzer of his boss, a call to go explain,
The reason why competitors had beat him out again,
Somehow he couldn't quite tell why his brain was showing wear.
He tried his best to concentrate—The old pep wasn't there
A week before he reckoned he couldn't lose—he had a hunch,
But when the show down came he found he didn't have the punch.

Yes he was slipping badly, as he stood with head bowed low,
His memory took him by the hand to days of long ago
The days when like a dynamo he seethed with pep and vim
A lightning brain within his head—all Big things came to him.
The days when from the boss' lips came words of praise and cheer.
Each time he got behind a job he came through clean and clear
But he never had the answer now although he gamely tried,
The alertness of yesterday had withered up and died.

To all in life's short journey comes the messenger of Truth
The cross-roads in Life's journey, when we bid good-bye to Youth,
Sparks of rebellion linger slowly, dying in the breast,
As we scoff at Times grim finger pointing out the haven of rest,
Too heedless of the Present with the blessings in its hands,
We tarry by the wayside far from duty's clear commands,
Enough of moralizing! Hustle, youth, both day and night
And when your time for slipping comes you'll have a place to light.

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SUNK BY A TORPEDO

A brave lad and a modest one, is operator Watson Sidney, of Brooklyn, whose portrait appears here. His vivid account of the destruction of his ship will be read with keen interest. He lost his money and wardrobe, and is still under the surgeon's care, although again at sea, with a fair prospect of saving his leg, from which the flesh was torn on one side below the knee, leaving the bone exposed. He was formerly on ships sailing between San Francisco and Japan, and was for several years in the Russian government service, this being his first voyage since his return to Marconi ranks. May he hereafter be immune from torpedoes, mines and all other murderous contraptions of frightfulness.

His story follows:

"On March 18th the S.S. Aztec of the Oriental Navigation Company left New York for Havre being the first armed American ship to leave an American port,—after a sharp con-

test for this honor with the Manchuria and St. Louis.

"The early days of the voyage were uneventful and not until we were thirteen days out, did any exciting incident take place.

"At six o'clock in the morning of April 1st, one of the gunners on lookout sighted a submarine following the ship, which immediately submerged on sighting our guns, and we did not see anything more of her.

"At eight p.m. the lookout reported a light dead ahead which proved to be Onesant Island, thirty-five miles off the French coast.

"About nine-thirty p.m. the Chief Engineer spoke to me and said that my port hole was showing light and I left the wireless cabin to take a look at it. I had just stepped out on deck and as the wind was howling with rain and hail falling I kept close to the steel deck house for protection. I saw the chief gunner standing at the rail leaning over and searching the sea for signs of a possible submarine. I hailed him asking if he had seen anything and he had not replied, when a torpedo struck us directly below where we were standing. The gunner immediately disappeared and nothing more was seen or heard of him. Another man standing near had his head blown clean off. At the same instant I was struck by a piece of flying wreckage which tore away the leg of my trousers and inflicted a gash fourteen inches in length on my left leg. The force of the explosion hurled me twenty-five feet along the deck.

I picked myself up and ran to the wireless cabin and found the apparatus completely wrecked and the water up to my knees. I then returned to the deck, and observed four sailors and three chinamen lowering a life boat. The rope fouled in the block and the ship's carpenter slash-

MARCONI SERVICE NEWS

ed at it. One end of the small boat dived down and was smashed to bits against the ship's side spilling its seven occupants into the sea.

"I then went to search for the captain to report the destruction of my apparatus, but failed to locate him in either the chart room or on the bridge so I returned to the deck and saw another boat lowered which immediately rowed away from the ship. I then observed the Captain talking with the Naval Lieutenant, and he ordered me into the gunners' life boat which was being lowered. I jumped from the deck of the ship into the boat followed by the Captain and Naval Lieutenant, and left the ship which was settling fast. When we were about a hundred yards from the ship we saw her slide beneath the surface of the sea, seven minutes after she was struck.

The high seas were breaking into the lifeboat and the rain and hail still falling, making it necessary to start bailing out with small buckets, as the water was almost up to our knees.

"The Lieutenant then gave orders to throw the machine gun overboard. It was quite heavy and with the 10,000 of ammunition occupied considerable space and added to the dead weight in the boat. We floundered around in the stormy sea for five hours when a French Patrol Boat, the Joan d'Arc came in sight. We fired off our pistols, but they were not heard, and then the Lieutenant lighted a Coston distress signal which was observed by the Patrol Boat. She came to our rescue and took us aboard; quite a difficult feat in such a heavy storm.

"The French officers gave us dry clothing and warm quarters where we immediately went to sleep to await daybreak, when we started for the port of Brest which we reached late that afternoon.

"The Aztec carried a crew of thirty-six men, of whom only six were rescued. We were taken to a hotel at Brest and treated with great kindness, the guests and citizens furnishing us clothing and toilet articles. After a few days we went by train to Bordeaux, and came home by the French line at the expense of the steamship company."

THE SUBMARINE

Says Senatore William Marconi: "No, we have not found the way to eliminate the submarine. We have made some useful discoveries in that direction, and we are working on them, but the submarine is like tuberculosis. You can fight it, you can lessen its ravages, but you cannot cure it altogether. The chances are still against the ship that comes within striking distance of the torpedo."

If any effective remedy against the U-boat had been found, Marconi would surely know of it. The only practical remedy, apparently, is to build cargo ships faster than the submarines can sink them and to arm every ship for defense.—(Jersey Journal.)

MYSTERY NEVER SOLVED

"Waiter, what are those things on my plate?" asked a man in a Boston restaurant.

"Those are chicken croquettes, sir."

"Chicken croquettes, eh? Can you tell me why they call them croquettes when they're nothing but hash?"

"I don't know, sir. Possibly for the same reason that they call them chicken when they're nothing but veal."

—Houston Post.

MARCONI SERVICE NEWS

THE NEW EQUITABLE BUILDING—New York

The new Equitable Life Assurance Building, which stands on the site of the building that was destroyed by fire on January 9, 1912, is 537 feet high and its thirty-eight stories have forty-five acres of floor space. It is capable of housing 15,000 workers and it cost \$29,000,000.



EXECUTIVE OFFICE

Mr. Nally, accompanied by Mr. Sarnoff, were recently in Washington in conference with the Navy Department.

George S. De Sousa, Traffic Manager, has gone to San Francisco where he will remain for some time in charge of all Marconi interests on the Pacific Coast; Superintendent Stevens and Engineer Isbell having joined the colors, Division Superintendent Winterbottom returns to New York. Before leaving New York Mr. De Sousa was entertained at an informal luncheon by the heads of the various departments.

Charles F. Krauter, of the Purchasing Department has just returned from a cruise to and around the island of Porto Rico, a trip of 3,000 miles.

E. N. Pickerill, one of our oldest and best operators has resigned to engage in other business. All success to him.

G. E. Henderson has been appointed Acting Superintendent of the Southern Division, vice J. A. Pohl,

who has been called into active service in the Navy Department.

Misses Hoffman and Baltz have been assigned to temporary duties at the Aldene works.

BROAD STREET

Welcome to Messrs White and Soper. The Wireless press staff is now conveniently and comfortably housed with us.

This office has just been presented with a flag, which can be seen flying from our flag-pole at all times. Mr. Wallace has been designated as Flag Lieutenant.

We shall be glad to see those ship operators who wish to avail themselves of the use of the Trans-oceanic school where they may learn Trans-oceanic methods and prepare themselves for transfer to that division of the service at a later date.

Why are you allowing this opportunity to slip past you?

SOUTHERN DIVISION

The many friends of former Superintendent M. C. Morris will be glad to hear his health is improving.

A. G. Shafer, a new man, relieved H. G. Hopper on the Delaware Sun. Hopper is back on his old home, the Gloucester.

The Ontario went into commission on June 2nd with Operators L. Brown and F. Atlee in charge. Atlee is a new man.

Constructor McKee installed a cargo set on the Margaret of the A. H. Bull Line at Baltimore.

Constructors Gerson and McKee installed a quarter on the Beatrice, also of the Bull Line, at Baltimore. Operator Earl Rice was assigned.

Harry Helgeson, formerly of the Pearl Shell has returned to this Division, taking assignment on the Howard.

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Doctor Otto Curtis honored us with his company several weeks ago.

K. W. Orcutt is now on the Grecian with J. E. Wynkoop as junior.

North West, formerly of the Rockingham, reached Baltimore safely after his ship was torpedoed. He is very anxious to go to Liverpool and not being able to get there on the Rockingham he is going to try it again. Better luck this time, we hope.

C. D. Anderson, a new man, has been assigned to the Borgestad.

W. J. Ferris is now holding down the Sunoil. L. Asadorian is doing his bit on the Santa Maria.

David R. Lee, formerly of the Racoi is taking a trip across on the Alamance.

George Fischer is back with us again. Says the J. W. Van Dyke looks pretty good to him.

F. E. Tombaugh has been relieved on the Iaqua by Joseph Bernert. Tombaugh has returned to Frisco.

W. P. Grantlin, former coast station manager, returned to our service for several trips on the Somerset.

Former Manager Illingworth of Jacksonville is now on the Persian running out of Philadelphia.

Second Operator Merrill of the Savannah station is now in the factory at Aldene.

Hubbard McCauley, formerly star trans-Atlantic operator (with apologies to L. W. McKee) has been off for several weeks on a much-needed vacation. He expects to return in the near future.

R. E. Ford has resigned.

All of the eligibles of this Division registered on June 5th and now have their little blue cards on hand.

"Newport News is the finest little city in the country," writes Constructor Gerson, "although it has only one attraction." Now George, be careful, potatoes are high these days.

J. L. Brannon, formerly of the Mexicano has returned to this Division.

Mrs. M. C. Morris has been appointed District Manager at Philadelphia. Her address is 129 North Wanamaker Street. We wish her luck in her new position.

R. B. Dailey, former manager of Hatteras station, has been retained as caretaker of the Company's property. The station was closed by the Government early in April.

Former Manager Heilig of the Philadelphia Wanamaker station has been promoted to Ensign in the U. S. N. R. F.

H. C. Hax, former Marconi operator, is now Chief Electrician in the Naval Reserve and is stationed at Washington.

We notice one of our construction men has been spending a lot of his time around the office of late. What is the attraction, Mac?

Constructor Manley recently equipped the new S. S. Harold Walker of the Petroleum Transport Company with a 1-2 k.w. 500 cycle cargo set. By the way L. Lincoln, how is the 'phone service from Philadelphia to New York? She must have a strong voice to talk that distance every evening.

All of the Southern Division employees are wearing the new Marconi patriotic pins, which are much prized.

SPOKES FROM THE HUB

G. B. Ferguson and F. E. Zahn have been assigned to the six masted schooners Edward B. Winslow and Addie M. Lawrence respectively, sailing (not steaming) for the war zone. They should return regular deep-sea "op's" after four months on wind-jammers.

H. O. Bixby, a new man, is on the Belfast.

MARCONI SERVICE NEWS

The White Flyers are again in service. Flood and Platt are on the Bunker Hill. Platt formerly of the Vigilancia (sunk in the war zone) is now keeping within the three mile limit. West and Travis are on the Massachusetts.

A. Cashin has "come back" and is on the City of Bangor.

H. P. Whipple is on the Ransom B. Fuller.

L. R. Barbeau has transferred to the Gov. Dingley.

C. S. Thevenet has joined the Naval Reserve. He was relieved on the Augusta by P. S. Berryman, a New York man. M. Kanter is junior on the Augusta.

EASTERN DIVISION

H. S. White is junior on the Pioneer engaged in trans-Atlantic trade. White was formerly in the wireless school.

J. Houlberg sails alone on El Capitan having been transferred from the Saratoga.

A. J. Krynski and F. C. Gerloff are now senior and junior respectively on El Sol. Both were formerly students in the wireless school.

E. J. Smith, formerly of the City of Puebla, sails as junior on the City of Montgomery.

The Daylite's operator, H. R. Lee, is a new man in our service.

E. Michl of the Iroquois is also new in our service.

S. R. Kay of El Mundo is now on leave, being replaced by A. Russell who was transferred from the City of Savannah.

E. Marschall, senior of the Saratoga, has been transferred to the Jefferson, being replaced by W. O. Kay, formerly of the Iquitos. S. Hopko sails as junior on the Saratoga having been transferred from the H. R. Mallory.

J. B. Swift is now on the St. Charles, a recently-equipped boat, having been transferred from the Gulf Division.

G. F. Danforth, senior on the Mongolia, has been transferred to the St. Paul. D. A. Westerdorp, of the same vessel, has resigned. These operators are replaced by H. T. Solway, formerly of the St. Paul, as senior, and D. Voepel, formerly of El Siglo, as junior.

F. Mastronardi, a reengaged man, and H. Slater, formerly of the Lenape, are now senior and junior respectively on El Siglo, the latter replacing G. B. Eckhardt, who failed to report.

R. H. Redlin was reengaged as operator on the Dorothy Palmer, a trans-Atlantic steamer.

H. L. Potts, senior of the City of Savannah, is now on our Waiting List, being substituted by A. H. Koehler, formerly of the Comal. H. P. Folsom, also of the Comal, sails as junior on the City of Savannah.

V. A. Wheelless, formerly of El Oriente, and J. R. McKay, a new man are senior and junior respectively on the Comal.

The Brazos' operator, E. T. Erickson, is on sick leave, being replaced by J. G. Waltall, formerly of the Santa Rosa.

W. H. Boyle is now on the Santa Rosa, having been transferred from the S. Y. Alberta.

G. G. Chapman, a new man, was transferred from the Lenape to the J. L. Luckenbach.

J. F. Barstow, junior on the City of St. Louis, has been transferred to the Communipaw. His successor, E. S. Donovan, who had been on leave, after seven days' service went back on leave, being relieved by H. Parker, formerly of the Alamo.

R. F. Shipley has been transferred from the Cornelia to the San Marcos.

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He is succeeded on the former vessel by D. R. Kell, formerly of the Morro Castle.

P. S. Berryman, senior on the Morro Castle, has been transferred to the City of Augusta, being relieved by P. H. Kreiger, formerly of the Havana. R. Pindado, a new man, sails as junior on the Morro Castle.

P. E. Klipp who sails as junior on the Communipaw is new to our service.

L. F. Martin has been transferred from the Barnstable (formerly Gettysburg) to El Oriente.

The Yarmouth of the North American Steamship Co. now has as operator R. Clarke, who was transferred from the Rio Grande.

R. McManus who was to sail as junior on El Oriente failed to appear for duty.

G. H. Reachard, formerly of the Gulf Division, is now on the Northwestern.

The Currier will sail with D. R. Black as operator who is a new man assigned by Boston.

F. A. Schaeffer is now on the S. V. Harkness, having been transferred from the Pacific Coast Division.

The D. N. Luckenbach, a trans-Atlantic steamer, will sail with J. Davis, formerly of the Florizel. L. Pinkerton, of the El Dia, will be substituted as junior on the Florizel.

I. Hoffman and A. Visiconti, formerly of the Monterey, are now senior and junior respectively on the trans-Atlantic Steamer Armenia. The former has been on our waiting list.

As the Gargoyle is now in coastwise service, only one operator is required. Her senior operator, C. A. Russell, has been transferred to the Grace, (formerly the Margarcia).

R. H. Poling of the Mundale has been placed on the Unassigned List and R. G. Curry, a new man, was sub-

stituted from this list. He joined the ship at Baltimore.

As no operator is required on the I. D. Fletcher, B. Krayner has been placed on the Unassigned List. He was later assigned to the Albert Watts, a ship recently equipped by the Southern Division.

C. E. Preiss of the Antilles has resigned from our service.

W. Cox, junior of the Algonquin, has been transferred to the Ruth E. Merrill, being relieved by C. A. Williams, a new man.

L. Leighton has been transferred from El Cid to the Rio Grande, being succeeded on the former ship by W. K. Johnson, formerly of the Northland. H. Voightlander was transferred from El Occidente to substitute of M. Kestenbaum, formerly junior of El Cid, now resigned.

B. W. Heyer, junior on the Hamilton, resigned from our service. H. C. Bigelman was transferred from the Frederick Luckenbach to relieve him.

R. W. Young of the trans-Atlantic steamer J. L. Luckenbach is now on leave.

W. R. Weeks, a new man was assigned as junior to the Philadelphia to relieve G. E. Sterling who resigned to join the Army.

A. Izzo was transferred from the Standard II to the El Valle, to relieve E. E. Davis who was transferred to the Angers, a recently equipped ship engaged in trans-Atlantic trade.

A. P. West, formerly of the Gulf Division, was assigned to the W. C. Warden to relieve C. E. Heinline who resigned from our service.

J. Maresca was taken off the waiting list and assigned to the Mohawk to relieve A. L. Heimbecker who is now on leave.

J. R. Joiner of the Madison is at present on leave.

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R. H. Aldrich of the Baton Rouge is also on leave.

The Campana's operator, C. E. Pfautz, has resigned.

F. W. Harper, who has been on leave, will sail on the Dayton, relieving J. W. Leathers who has resigned.

G. Fischer has been transferred from the Munalbro to the Southern Division.

The Beatrice's operator, A. P. Kesler, was taken from the waiting list.

L. J. Michaels was reengaged as senior on the Northland.

W. Miller, senior of the Onega, is now on leave. Her junior, R. S. Hubbley, has resigned.

J. T. Neely of the Navahoe has been transferred to the Halifax, a recently equipped Canadian steamer.

The unassigned list furnished F. H. Gardner as senior on the Wico and the waiting list furnished her junior, R. McManus.

J. J. Auringer, junior on El Rio, is at the present time on the waiting list.

GREAT LAKES

W. E. Carlson has been transferred from the Minnesota to the Carl D. Bradley, a newly equipped ship. Zephyr A. Turner, a new man, has been made first operator and H. F. Kohintz, also a new man, second operator, on the Minnesota.

C. H. Hiester, recently on the Eastern States, has been transferred to the Samuel Mitchell, a new equipment.

D. C. Smith has been replaced by E. L. Brisson on the Alpena. Smith is now assigned to the Schuylkill, recently equipped in this Division.

C. S. Swanson, a new man in the service, has been assigned to the Barge Limit.

S. E. Leonard has been assigned to

the C. O. Jenkins, a newly equipped vessel.

George Covey, one of our old operators, has again decided to return to the Marconi service, and has been assigned to the S. Y. Galatea.

E. C. Wirth, who has recently returned from the Pacific Coast, is now operator in charge of the Eastern States.

Fred Elliott, a new man, has been assigned to the City of Erie.

A. Shafer, a new man, has been assigned to the City of Buffalo.

W. K. Wing has been temporarily assigned as operator on the Seandbee. Mr. Wing is a Lake Michigan man and intends to return there as soon as the South American resumes operation this year.

Constructor W. H. Jones is now at Lorain, equipping the Carl D. Bradley.

During the past month installations were completed in this Division on the War Patrol and War Cross and we are now equipping S.S. War Major and War Tune.

PACIFIC DIVISION

G. A. Williamson of the Marshfield station was transferred to the Steamer Adeline Smith plying between Coos Bay and San Francisco Bay points. After three or four years land station service Mr. Williamson believes the sea is a trifle too rough for a landlubber.

Chief T. C. Eastman of the Beaver is enjoying himself immensely of late and showing himself quite capable of taking care of his numerous assistants.

A. M. Halliday and W. L. McLean are acting the part of buzz artists on the good ship City of Seattle.

Earl Diamond of West Mexican and South American fame is taking a short vacation on the liner City of Topeka.

MARCONI SERVICE NEWS

MARCONI WINS IMPORTANT PATENT SUIT

The Circuit Court of Appeals has handed down a unanimous opinion in favor of the Marconi Company, in its suit brought against the DeForest Radio Telegraph and Telephone Company for infringement of the well-known Fleming patent. The case was originally brought in the United States District Court of the Southern District of New York by the Marconi Company on this Fleming patent, alleging that the DeForest Company's so-called "Audion" was an infringement. The defendant set up a counter claim alleging that the Marconi Company's apparatus infringed nine DeForest patents. The Trial Court held that the Marconi Company's Fleming patent was a patent of great merit and of value, and was valid and had been infringed by the DeForest "Audion;" and that the Marconi Company's apparatus did not infringe seven patents of the De Forest Company. The Marconi Company confessed that the two other DeForest patents were good patents, as being improvements on its Fleming patent, and that the Marconi Company had used them to a slight extent.

In affirming the decree Judge Hough, speaking for the Circuit Court of Appeals, said: "We have no doubt that Fleming's patent displays invention, and of a very meritorious device."

As to the patents which the De Forest Company alleged that the Marconi Company had been infringing, the Court of Appeals held that six of them were not infringed and that a seventh was void. The result of this Opinion, seems to be that the Marconi Company has the underlying or basic patent for what are called "vacuum" detectors," and that the

DeForest Company has two patents for improvements on the basic Marconi Company's Fleming patent for these devices.

SCHOOL OF INSTRUCTION SENIOR OPERATORS TO IN- STRUCT JUNIORS

By Charles Sandbach

As a result of the United States entry into the war and the fitting of a great number of ships, the supplying of First Grade operators has become a difficult problem. To meet the emergency the Government has agreed to issue "First" and "Second"-Grade Emergency licenses to operators who can send and receive at from 20 to 25, and from 12 to 15 words per minute, respectively.

In order to bring the students in the school up to this standard in the shortest possible time it is necessary to concentrate on code practice and cut all but the more important parts of traffic instruction. At the present time there are very few wireless messages being sent, and consequently very little abstracting. As soon as normal conditions are restored, it will be very necessary that the men we are now turning out with emergency licenses be prepared to take charge of ship stations.

From now on it will be expected that senior operators will instruct juniors in the proper abstracting and accounting of traffic. Sample copies of all classes of traffic should be prepared and the junior taught how to abstract them. This instruction should also include Traffic Summaries, Cash Receipts, Messenger Receipts, etc. By co-operating in this manner, senior operators will do much toward helping out of the present difficulty and the building up of an efficient staff for the time when normal conditions prevail.

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By and for Marconi Employees



EDWARD J. NALLY, Vice-President and General Manager.

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MARCONI SERVICE NEWS

OUR CHIEF

Edward J. Nally, Vice-President and General Manager of the Marconi Wireless Telegraph Company of America, has been a conspicuous figure in telegraph circles for a quarter of a century, having by close application and incessant study advanced through the various grades from messenger boy to his present rank.

He was born in Philadelphia April 11, 1859. Before entering the wireless field he was the chief executive of one of the large telegraph corporations, and in that capacity visited every city and hamlet in the Union.

Since he became associated with the Marconi Company he has organized its commercial transoceanic service. In 1914 he opened the wireless circuit between California and Hawaii, which was operated so efficiently that the submarine cable was compelled to reduce its rates; in November 1916 he opened the first transpacific radio circuit between America and Japan, operating in connection with the Japanese Government.

He has devoted much time to civic work and everything tending to improve the condition of the wage earner, establishing life insurance, savings and investment societies, employees libraries, reading and rest rooms, lunch rooms, classes, etc.

He has a valuable and extensive library, and possesses a fine collection of etchings and engravings. He is active in various organizations devoted to the advancement of the telegraph and the uplift of telegraph workers. He married a Kentucky girl, has two children and a beautiful home at Ossining-on-the-Hudson, where he is able to indulge his hobby for gardening and the cultivation of trees and shrubs.

The General Manager has a personal interest in the welfare of his staff, individually as well as collectively. He is accessible to all and always has a helpful word and cordial greeting for his callers. His insistence on a square deal is well known.

SINCERE INTERESTS

Remember this little rule for success: Let your every act start from a sincere interest in the thing to be done; never from the mere desire to impress others with your personality. Sincere motives are the firm foundations upon which actual accomplishments are built. Conceited motives are the shifting sands upon which failure is built. The man who works only for the purpose of impressing others with his personal worth cannot hope to compete with the man who has a definite ideal to work out, a purpose to accomplish.

"The superior man wishes to be slow in his words and earnest in his conduct."—Confucius.

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A GALLANT SEA FIGHT

The American steamer *Moreni* was sunk 500 miles off the Azores on June 12 by a German submarine, after an exchange of 300 shots. Three of the *Moreni's* crew were killed, and an oiler drowned, 43 were rescued. The fight began at daybreak and lasted two hours, the submarine remaining out of range of the *Moreni's* small guns. The senior operator, Dwight Howland, was off duty when the first shell was fired, but at once took his station and succeeded in making known the ship's position to shore stations and to the Spanish steamer *Valbanero*, 43 miles away, which started full speed for the scene. The gunners and crew stuck to their guns until the ship was almost entirely aflame, when they took to the boats. Six men were slightly injured, and two seriously, by the German shells. Junior operator James J. Curran died of heart failure during the engagement.

One of the shells exploded in the radio cabin, demolishing everything, but operator Howland providentially escaped with slight wounds on the face, hands and legs. The chair was knocked from under him and the 'phones were blown off his head. He was obliged to jump into the sea and swim a long distance to reach a boat. After the *Moreni* was abandoned the submarine approached and ordered Captain Thompson and Howland on board, congratulating the Captain on the splendid fight he had put up, and ordering his surgeon to dress the wounds of the *Moreni's* crew. The gun crew, who were clearly prisoners of war, he allowed to go free.

The German commander furnished Captain Thompson his course for the nearest land and the boats started on their way, being soon rescued by the *Valbanero*. On ship they were given new outfits and received the kindest treatment. She landed them at Barcelona June 13, where they remained until June 25 when they sailed for New York on the *Antonio Lopez*, arriving July 13.

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The Moreni was bound from Baton Rouge to Savona, Italy, with gasoline. On her previous voyage she picked up 4 survivors of the American schooner Gypson Empress which had sprung aleak and been abandoned. Two of the men were Americans and two Russians. They were nearly dead, having been 14 days without food. They had been kept alive by eating barnacles and corn cob pipes, and by chewing their shoes. The Moreni landed them at Gibraltar.

Mr. Howland, who is but 19 years old, has shipped for another trip to the war zone.



TORPEDOED

The Loss of the American Ship Petrolite

by J. M. O'Herm

After a voyage to Italy with gasoline we started for America in ballast. We picked up the survivors of an Italian ship which had been torpedoed, and took them into Gibraltar. Resuming our voyage we were torpedoed without warning at daybreak. The torpedo hit us amidship. The force of the explosion blew a lifeboat 200 feet in the air, and demolished the antenna, so that we could not send out S.O.S. The ship immediately listed to an angle of 40 degrees, the starboard rail being awash, and kept on at full speed traveling in wide circles. All the boats had cleared away, leaving five of us on board. We slid down the deck into the water where we paddled around until the lifeboats picked us up. Some were in the water 15 minutes, others almost an hour.

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It rained all day and all night. Next morning about 10 we sighted a steamer and signaled for help. We lowered the sail and started to pull towards her, when she fired twelve shots at us, evidently mistaking us for a submarine. We then sailed for shore, not daring to signal for help again. After 73 hours we landed at Larache, a small port in Spanish Morocco, on the coast of Africa, whence we reached Gibraltar by packet and shipped on the British steamer "Pancras" for New York, where we arrived safely after an uneventful passage. Everybody treated us handsomely excepting the steamer we tried to signal. She certainly did give us a dirty deal.



AN APPALLING EXPERIENCE

The fortitude of operator Louis J. Larson, of Seattle, in sticking to his instrument under conditions which would stampede any man not plentifully supplied with nerve, made possible the rescue of 46 men out of 50, when the American steamship Orleans was torpedoed by a German submarine, 175 miles west of Belle Isle, France, July 3. Mr. Larson's account of the tragedy follows:—

At the time the torpedo struck (9 p.m.) I was in the wireless cabin listening in and reading a magazine I immediately started my motor generator but it was fully a minute before the voltage was sufficient to get a spark. Finally it came up and I sent the S.O.S. giving the approximate position. The Captain had given me a sheet

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showing the position of the ship every two hours. After I had sent the approximate position, the Captain gave me an accurate position which he had just worked out from a star before the torpedo struck. I sent this also, and waited until I got an "R" from Land's End England, then went out on deck. Land's End immediately sent the S.O.S. broadcast.

"When the torpedo struck, the ship took a heavy list to starboard, and it looked, for a few seconds, as if she was about to turn completely over; so the boats were sent away immediately. Two of them were smashed, owing to the ship having considerable way on, even after the engines had been stopped. When I came out on deck, the boats were all gone, and there were five of us left on the ship, the Captain, Chief Gunner, two sailors and myself. We all were up on the boat deck. The ship was equipped with two heavy accommodation ladders, lashed to the rail. We put these overboard, hoping to escape on them, but they sank. Captain Tucker was injured by one of the ladders falling on his instep as we were trying to get them over the rail.

Captain Tucker got down on one of the ladders, and I intended doing the same, but seeing it sinking under him, I rushed back up to the bridge and tore down a life-buoy, the last one we had, and threw it to him, then jumped into the water myself and caught up with him. We both hung on to this buoy until we were picked up. We struck out for what we thought was a life-boat, but it proved to be the submarine, which speeded up and went out of sight. Then Mr. Christ, the Chief Gunner, pulled out a flash-light from his hip pocket, and held it over his head. It worked fine, although it had been in the water for fifteen minutes. He was about 200 yards away from us on another life buoy. We struck out for him, and the life-boat saw his light about the same time, and picked all three of us up. We were in the water about an hour, I should judge.

"In the meantime, the submarine had come to the surface, and went alongside the boat in charge of Mr. Sorenson, the first officer. The submarine commander asked the name of the ship, what cargo, where from and where bound, then asked for the captain. Mr. Sorenson replied that the captain had gone down with the ship, and then asked the submarine commander if he would help pick up the men who were floating in the water. The commander said: "No; you forget this is war," then closed up his conning tower and left. However we picked them all up later, with the exception of four, a sailor, a fireman, a coal passer and a messman, all of whom I think were drowned when one of the boats capsized.

"The ship sunk ten minutes after being torpedoed. After being picked up by the life-boat, all of us who had been in the water tried to keep warm by pulling an oar or bailing water. The life-boat had been smashed and was leaking badly. This worked o.k. until we got tired, but left a fellow feeling worse, as it is pretty cold in the north Atlantic at night, even in July. We were picked up the next morning about 6 by the armed yacht Sultana, which formerly belonged to Mrs. E. H. Hariman. They took us into Brest, where the steamship company fitted us out with clothes. We spent a week in Brest, then were sent to Bordeaux, where we took passage on the French liner Rochambeau for New York.

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"On the way over to France on the Orleans, the second officer had arranged with me for my mattress to be used as a fender between the life-boat and the ship. I was assigned to his boat. I remembered this after I got through with the wireless, and brought the mattress out on deck, but seeing the boats were gone, I dropped it over the side. Later a man was picked up floating on it, so it did some good. I might have used it myself had I thought it would float.

"All hands received fine treatment in France, both by the Oriental Navigation Co., and the French naval authorities.

"I'm going back again."

Captain Tucker says that Larson sat quietly sending out S.O.S. as coolly as though sending ordinary commercial messages, finishing just as the stern began sliding under water. The captain ran into the radio cabin, pulled him out on deck and practically threw him overboard (knowing he could swim) and jumped after him. Had they not been powerful swimmers they would have been drawn under the sinking ship. Captain Tucker regards it as a miracle that only four men were lost out of 50, and that but for Larson's courage all hands would have perished.

This statement was substantiated by the representative of the Navy on board, who wrote a highly commendatory letter to General Manager Nally. Larson has reshipped for the war zone.

FACTORY NOTES

The recent organization of a Brass Band at the Factory, a month ago, is a matter of vivid interest to everyone and we prophesy for it a great success and popularity under its efficient management. Comfortable quarters have been rented in the West House, in the restaurant just abandoned by Mr. Howlett, where Mr. Hayes has ordered gas introduced for their benefit. Rehearsals are held semi-weekly and the whole force at the Works is expressing cordial interest and good will for the organization.

Marconi Band

President	J. Emery
Vice-President	P. Helwig
Secretary	H. Blackman
Treasurer	A. Kachelreiss
Director	A. Osmun
Assistant Director	H. Blackmann
Librarian	A. Kachelreiss

Cornets—J. S. Merrill, S. Blackmann, R. E. Scott, G. C. Henriques, J. S. Wetherill.

Clarinets—P. Helwig, H. Blackmann, L. Paulausky, A. Carlson, W. Howard, H. L. Crane, C. E. Hooper.

Tuba—J. Emery.

Saxophone—A. MacCernan.

Trombones—A. Osmun, M. Zimmermann, J. Cummings, W. Hanks, Geo. Harrington.

Baritone—F. Lindsay.

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Altos—A. Kachelreiss, E. R. Walsh, Chas. LaPoint, W. Henriques.

Drums—Snare D.: E. Miller, J. W. Campbell; Bass, D.: J. Weh.

We hear rumors of the re-organization of the Fire Department which was so efficient when the smaller force of 200 employees, nearly all on the second floor, made a reputation for themselves. Mr. Nally had just returned from a business trip to the Honolulu station, arriving unexpectedly just as Mr. Hayes turned on a drill alarm. In record-breaking time the act was done in such fine style that Mr. Nally pronounced it equal, if not superior, to anything he had seen on shipboard or at several stations on land, both in form and speed. All honor to the past and equal glory for the future.

A new department has been introduced from which we anticipate good results and real value later, but it is a little premature to mention it yet, so we only give you a hint to keep you guessing!

Mr. T. J. Howlett, our caterer, has moved into permanent quarters, snug and trim, at the office entrance to the main building, where good cheer is dispensed in his well-known agreeable and accommodating style, enhanced by the welcome and gracious presence of Mrs. Howlett.

A good story is told at the expense of Alexander Frauenthal, better known as Cop. As Watchman at the Employee's Entrance he stands with a flaming sword challenging every new comer to "Prove his title clear." When the illustrious Senator Guglielmo Marconi, Inventor of Wireless magic, Captain in the Italian Army, and Special Envoy to the United States, sent by the Italian Government with the Prince of Udine, arrived escorted by Chief Engineer Weagant, he was promptly held up by the Cop who demanded his name, business and permit. Mr. Weagant in some annoyance hastened to explain and assure him that it was all right. "The guys that come to this door try all kinds of dodges on me," replied the Cop, "but no one gets by me without a pass." Later, Mr. Weagant commended the new watchman for faithfulness to the job he was hired to do, giving him an approving pat on the back, and he felt as if he had received a gold medal.

Increasing interest is felt in the skilful and painstaking work the girls are doing in their commodious new work room.

The new offices on the second floor of the old building are nearly completed and Mr. Hayes, Mr. Ross and Mr. Elenschneider have moved into their's, leaving Mr. Stein "Alone in vast, magnificent silences," in the absence of Mr. Weagant with whom he shares the main office. After the strenuous experiences of the past four months of building, tearing away and installing new machinery, while constantly increasing the production and the working force under conditions of limited space and inadequate facilities in which the heads of departments and office force have fairly tumbled over themselves and one another, there was everywhere evident a genuine feeling of relief. We saw the tense lines vanish from Mr. Stein's face as he sat in smiling serenity, alone and undisturbed.

Recent visitors were Mr. Marconi, 1st Vice-President of the Marconi Wireless Telegraph Company of America, E. J. Nally, General Manager, Lieutenant Boutillion of the French Army, and C. H. Taylor, Chief Engineer in charge of the Marconi high power stations. They were much interested in the various departments.

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EFFICIENCY

Refined, it is the state of being efficient and efficient means being capable or qualified for duty.

Electric motors, machines and automobiles are rated according to their efficiency, in other words, power.

Your efficiency is your power—your capacity to do things.

Anything that tends to improve your efficiency results in a benefit to yourself, because your income is regulated almost entirely by your degree of efficiency.

To be continually making stupid mistakes; to not know your stock; to be careless, indifferent, inattentive, or discourteous indicates inefficiency.

The more you need to have someone look after you to see that you do your work, and to check you up afterwards to make sure that it is done right, the less valuable you are.

It is the people who do things without being told, and who use their brains and senses in order to prevent errors, and who try to do things better every time done are those that get up to the top.

Efficiency is the ability to do things, and do them right without it being necessary for someone to direct every movement.—Honey Comb Briefs.

WITHOUT A KICK

"Jane, what time is it?" called down the irate father.

"I don't know, pa. The clock isn't going."

"But I am," spoke up the young man, who could take a hint.—Detroit Free Press.

LINES TO THE PULLMAN CAR WASH ROOM

Oh wash room in a Pullman car
How thoughtless all your tenants are!
How different in your tiny space
Appears the well-known human race
From what it is in other haunts
Where man has all the room he wants.
Oh wash room in a Pullman car,
How sad your influences are!
Why is it that when he's behind
Your curtain green man grows unkind,
And all his finer instincts smothers
To play the hog among his brothers?
I've studied you on many a train,
I've watched your tenant with the grip
That covers every inch of space
Where some of us our stuff might
place,

And needs, that he may shave himself,
The contents of a drug store shelf.
But worst of all your pests is he
Who, finished dressing, will not flee
But sprawls himself upon a seat
And lets men tumble o'er his feet
And though he's not had breakfast yet
Sticks till he's smoked a cigarette.
Oh wash room in a Pullman car
How disagreeable men are.
How thoughtless of their fellow kind
When once your curtain they're behind

What is there in your narrow range
That so completely men can change?

One of the longest bridges in the world, the railway bridge over the Amur River at Khabarovsk, Siberia, has just been completed. It took five years to build and cost over \$9,000,000. The bridge is 7,593 feet long. Its completion marks the completion of the Amur Railway from Kuenga to Khabarovsk.

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BRASS TACKS, *DRIVEN BY C. J. ROSS*



ERRORS

Failures are never spontaneous,
Lighting never leaps out of a clear sky,
Every storm signals in advance,
Nature warns us as to the elements.
There is a great system controlling all things,
A system watched twenty-four hours a day.
How about your little system?
You are more important to you than the whole world system.
Are you under the control of you?
A loosely controlled system soon becomes unreliable.
No system is better than the vigilance which directs it.
When you're in harness somebody is watching you.
When you're unharnessed, it's up to you.
A bad day's work usually starts the night before.
Where were you last night?
A man can't cope with important situations if he isn't in condition to use
his wits in an emergency.
Most wrecks are caused by the disregard of seeming trifles.
Hidden reefs are built by tiny insects, each insignificant of itself but in
combination able to rip the bottom out of an ocean liner.
Sound your course constantly.
Watch your charts.
You're sailing to failure if you don't control what's going on beneath
the surface.

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REDUCED FOOD CONSUMPTION

New York, July 26, 1917.

TO ALL EMPLOYEES:

Herbert Hoover, at the request of the President, is endeavoring to reduce our consumption of food supplies, so that we may ship to our allies the food that will keep men, women, and children from starving.

To reduce our consumption of food he has asked the following of each individual:

1. To eat one wheatless meal a day.
2. To eat beef, mutton, or pork not more than once a day.
3. To economize in the use of butter.
4. To cut the daily allowance of sugar, in tea, coffee and in other ways.
5. To eat more vegetables, fruit, and fish.
6. To urge in the home or restaurants frequented the necessity for economy.

Those who stay at home must help win the war. Here is a chance for every man, woman, and child, with the true spirit of American energy, to put their individual shoulder to the wheel. Each employee of the Marconi Company is therefore requested to undertake to live up to the above six requests, and to ask their friends to do likewise.



Vice-President and General Manager.

THE OPERATORS' NEW WAGE SCHEDULE

The General Manager has approved the revised schedule for marine operators in Eastern, Southern and Gulf divisions shown below, effective June first:

For first	six months' service.....	\$40.00	per month
“ second	“ “ “	50.00	“ “
“ third	“ “ “	60.00	“ “
“ fourth	“ “ “	70.00	“ “
“ fifth	“ “ “	80.00	“ “

The company is in negotiation with steamship companies on the Pacific coast looking to the establishment of the same wage scale in the Pacific division.

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Maintenance Matters

A Department for Technical Questions With Answers

By P. B. Collison

All employees are invited to direct technical questions to this department

When placing the transmitting apparatus in operation after the Government Inspectors have sealed the radio apparatus, operators should carefully examine all connections. Pay particular attention to the armature of the motor generator, making sure that all seal wires have been removed. Take great care in lowering and raising the antenna wires, doing everything possible to avoid kinking. The hard rubber insulators should be placed flat on deck, and if possible should not be placed in the hot sun, as the rubber will soften and the insulator will be bent out of shape.

Navy officials require that all parts of radio apparatus be left in the room and be sealed during the stay in port. It will no longer be possible for operators to bring to this office such apparatus as phones, crystals, etc., for repairs. All defective apparatus should be carefully labelled and left where it cannot fail to attract the attention of the repair man. Our attention should be directed to such repairs on the station report. All labelling of defective parts should be completed before the Navy officials seal the operating cabin.

It is no longer necessary to make out duplicate station reports. A single form filled out and handed to the Superintendent of Maintenance will be sufficient.

The Marconi Company will not furnish fuses for the battery charging panels owned by the Steamship Companies. As we have mentioned previously, on ships where the battery is of sufficient capacity to operate the motor generator, the battery is owned by the Steamship Company

and is entirely under its care and supervision.

An operator while experimenting with a test buzzer noticed that an inductive resistance placed in series with the battery circuit, had what appeared to be, a rather odd effect. What he observed follows:

"I connected in series with the primary circuit of the test buzzer, a coil for the purpose of regulating the strength of buzzer signals. This coil consisted of a large number of turns of small copper wire with taps taken off at regular intervals. When the battery is connected directly to the buzzer binding posts of the type 106 receiving tuner, the strength of the signals induced in the receiver is fairly strong, but when the inductive resistance was added, the signals increased in strength rather than diminished."

The majority of elementary electrical textbooks will explain this action. If a circuit containing an electromagnet and a source of E. M. F. is rapidly closed and opened, a counter E. M. F. will be induced in the circuit. If the applied E. M. F. remains constant, the induced voltage will increase in proportion to the amount of inductance in the circuit. In this case, it was quite likely that the counter E. M. F. of the circuit was raised and a greater inductive effect obtained in the circuits of the receiver. If a non-inductive resistance had been added in the circuit, the desired results would have been obtained.

A number of operators who have not had the benefit of school instruction do not understand the oper-

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ation of the overload relay on the standard 2 k.w. panel sets. The overload relay operates in conjunction with the solenoid winding on the automatic starter and automatically opens this circuit when more than a pre-determined number of amperes flows through the circuit. It will be observed that this relay has two magnet windings, both of which actuate a single armature. The armature is fitted with contacts which open and close certain circuits. One of the magnet windings is directly in series with the motor armature and the other is in shunt to the D. C. line when the circuit is overloaded. If more than 30 or 35 amperes pass through the coarse wire winding, the armature of the magnet will be drawn up and the circuits of the solenoid broken whereupon the plunger of the automatic starter will drop down, and at the same time a brake resistance will be thrown in shunt to the motor armature. In order to keep the circuit open until the apparatus is properly adjusted or the trouble located, the same lever on the overload relay closes the circuit to a fine wire magnet winding which is placed in shunt to the D. C. line. This lever will remain in this position until the starting switch or the main D. C. line switch is again opened. Operators should carefully observe that the number of amperes at which the overload relay switch will open can be regulated by a small adjustment screw which raises and lowers the armature of the magnet through a small arc.

A number of new men have joined our staff who have not had the benefit of school instruction. This Department can be of great help in supplementing or filling in the gaps in their knowledge. If they will send in their questions to this Department,

we will endeavor to explain any misunderstood parts of apparatus in detail. We should prefer that they would place their questions before this Department in writing rather than request the information personally, as the published answers will be of benefit to other operators.

A RESOURCEFUL LEADER

During one of the early mobilizations of the army on the Mexican border a captain of the militia, whom we will call Feeney, was detailed to take charge of a detachment of infantry. In one of the maneuvers Captain Feeney was ordered to pursue the enemy, who, in the absence of a real foe, was represented by another detachment. As an aid in remembering the assumed war condition, nearly every location of importance was posted or placarded with such signs as: "This spring is poisoned," "This road is closed," or "Fence charged with high voltage."

However, it needed no imagination at this particular time to realize that the weather was almost unbearably hot. The umpires wondered how Feeney would act when he came to the bridge which bore the sign, "This bridge is burned." They didn't have long to wonder. Feeney was heard to hurl some strong epithets at the sign; then he yelled out at the top of his voice: "Forward! March!" Before the umpires could recover from their amazement the troops were nearly half way over the bridge.

One of the umpires, scandalized and indignant, rose up and bellowed angrily through his megaphone: "Hey! Captain Feeney! You can't cross that bridge. It's supposed to be burned."

A shrill rebellious Irish voice cried back: "Ye can go to the devil! We're supposed to be shwimmin'!"—Houston Post.

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THE TEN COMMANDMENTS

Thou shalt not wait for something to turn up, but thou shalt pull off thy coat and go to work that thou mayest prosper in thy affairs and make the word "failure" spell "success."

Thou shalt not be content to go about thy business looking like a loafer, but thou shouldest know that thy personal appearance is better than a letter of recommendation.

Thou shalt not try to make excuses; nor shalt thou say to those who chide thee, "I didn't think."

Thou shalt not wait to be told what thou shalt do, nor in what manner thou shalt do it, for thus may thy days be long in the job which fortune hath given thee.

Thou shalt not fail to maintain thine own integrity, nor shalt thou be guilty of anything that will lessen thy respect for thyself.

Thou shalt not covet the other fellow's job nor his salary, nor the position he has gained by his own hard labor.

Thou shalt not be afraid to blow thine own horn, for he who faileth to blow his own horn at the proper occasion findeth nobody standing ready to blow it for him.

Thou shalt not fail to live within thine income, nor shalt thou contract any debts when thou canst not see thy way clear to pay them.

Thou shalt not hesitate to say "no" when thou meanest "no," nor shalt thou fail to remember that there are times when it is unsafe to bind thyself to a hasty judgment.

Thou shalt give every man a square deal. This is the last and great commandment and there is none other like it. Upon this commandment hangs all the law and profits of the business world.—Business World.

BEASTS OF FRIGHTFULNESS

"Father, what kind of beasts were the rams they used so much in the Civil War?"

"They were probably the ancestors of the ewe boat of today, my boy."—Puck.

ASTORIA HIGH POWER

All hands are now in training for the static game which will soon be on in full blast. Business is getting close to high water mark again and we will all be tuned up to about top notch for the next two or three months, when the rush season will be nearing its end for another year. Chief Electrician C. D. Moyer has joined our staff as land line operator and bookkeeper. He is a sour dough just from Anchorage, Alaska, where he was in the signal corps service, and is therefore an experienced addition to the bachelors club, being quartered at the station. The three bachelors, Roy, Hamilton and Moyer figured prominently in the Red Cross entertainment given by one of our enterprising neighbors recently, which proved to be a howling success both financially and socially. Mr. Roy starred as darkey comedian, while Mr. Moyer rendered a cornet solo and Mr. Hamilton assisted the orchestra.

The entire staff by some freak of circumstances happens to be musically inclined. Each one plays one or more instruments; thus many pleasant moments are passed while off duty.

Mr. Dunlap has joined the "Back to the soil" movement, and already has various patches of garden truck planted wherever he could find a cleared spot and good digging. The gardens are late this season but everything is growing fine, weeds included.

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MARCONI BUDS



That the interest of the company in its employees extends to their families, even unto the second generation, is evidenced by the first appearance in print of Miss Patricia Merrill Bent, the eleven months old daughter of Mr. C. E. Bent, until recently Marconi manager at Juneau, Alaska, now in the Navy. Patricia is an Alaskan baby, sound and kind, and stands without hitching. Her decollette costume is a tribute to the Alaskan climate and she gives early evidence of flirtatious inclinations.

We will be glad to reproduce here portraits of Marconi infants under 18 months when taken; and at the close of the year, the Editor will award a cup to the one voted to be the best baby, by a committee of envious bachelors and maidens to be selected by the Editor acting as Chairman.

Young Man: "So Miss Ethel is your eldest sister. Who comes after her?"

Tommy: "Nobody ain't come yet, but pa says the first feller that comes kin have her."

Many business men are like young mothers. A young mother seldom knows how to care for her baby, but it is her own baby. She is its mother. She loves it better than anything else in the world. Nothing that she can do can harm it.

In the same way some men mother their businesses. They fancy just because it is their own business that they know what to do with it.

And so many a baby and many a business dies of some small preventable disease.—The Efficiency Magazine.

NOTICE

After August 1 the ten word minimum on radiograms to and from ships via Canadian Coast stations will be abolished. This applies to Canadian coast charges, land line charges, and to all charges on messages originating at points in North America destined for ships at sea, regardless of nationality.



EXECUTIVE OFFICE

Mr. E. J. Nally, vice-president and general manager, and Mr. R. A. Weagant, chief engineer, New York, have returned from a business trip to Washington.

Mr. John Bottomley, vice-president, New York, has been spending a week at his country home on Long Island.

Mr. C. H. Taylor, chief engineer Transoceanic Division, has returned from Marion, Mass., where extensive

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construction work is in progress in preparation for the Norwegian service.

Lieutenant O. Boutillion, a wireless expert of the French Post Office Department, who has completed a tour of this country during which he inspected the Marconi high power stations on the Atlantic and Pacific Coasts, is now enroute from New York to Glace Bay and Montreal for inspection of the Canadian high power stations and will submit a report to his Government on the progress of radio science in America.

Mr. J. de Jara Almonte has sailed for South America in the interests of the English Marconi Company.

Mr. Frank Chapman, Superintendent of the Southern division was a recent New York visitor.

Mr. Nally and Mr. Pillsbury recently looked over the high power stations in New Jersey and Massachusetts.

SOUTHERN DIVISION

Constructor Manley installed equipment on the new steamships Olean and Gulf of Mexico.

Ensign Murray and Lieut. Cadmus paid us a visit. They looked very businesslike in their naval uniforms.

Operator Atlee of the Ontario was transferred to the Dorchester in place of Operator Cadmus who takes Atlee's place on the Ontario.

Operators Sheehan and Harber took Suwannee to New York. She has been sold to Savannah Line.

Constructor Sinclair installed a cargo set on motor ship Joseph Cudahy at Baltimore. Operator Fred Crone assigned to this ship.

F. A. Knoll has been assigned to the Prinz Oskar to assist Johnny Flagg in the radio room.

W. P. Grantlin has come back. An assignment to the Margaret looked good, we guess.

V. Zito has been assigned to the Bayway at Baltimore.

Dave Levin is going on the Clara Menning to Italy. Good luck.

V. J. Stoncer, a new man, has been assigned to the Juniata.

L. Brown left our service on account of his regiment being called.

Constructor Manley equipped the new tug Freeport Sulphur No. 2 with a 1-2 k.w. panel set. This tug will be operated by the Gulf Division.

J. L. Brannon returned from a trip South on the Paraguay.

R. Rosen assigned to the Santa Maria in place of L. Asadorian.

Henry Simon is making several trips on the Borgestad.

George says he is very busy at Newport News lately. We have no record of any new equipments, though. P. S. It is not the selective draft, either.

Harry Nicholow has been assigned to the Somerset. Nicholow was coast station operator at Athens, Greece, for several years.

Operator Barry, of the Eurana paid us a visit recently. This is the Eurana's first trip to Baltimore.

M. Riser has returned to our service in the Philadelphia district.

How about a trip to Clifton Park. The water is fine these days. Ask L. W. S. Seems funny construction men should be short winded, though.

GULF DIVISION

Ernest Hubner has re-entered the service in the capacity of Inspector. Ernest says "Glad to be back in the flock."

J. E. Broussard, Division Traveling Inspector, is once more on the Excelsior. Nothing like the old home, eh Joe?

J. P. Huckaby transferred from the tug Buccaneer to the Clara.

MARCONI SERVICE NEWS

S. J. Weiss and R. V. Replogle are still on the Coahuila as senior and junior respectively.

G. S. Rowe, late of the Viking, has joined the Naval Reserve.

P. J. Barkley of the Olivette was recently appointed Assistant Division Travelling Inspector, and now wears the smile that won't come off.

G. P. Reynolds, former Assistant Inspector and Construction Man, is now with the Naval Reserve.

The Gulf Division is having its share of equipments. The Clara was recently equipped with a 1-2 k.w. 500 cycle panel set. T. J. Alderman from the Tormentor has been assigned as senior. Four other equipments are under way which we hope to complete this month.

L. E. Adler, an old-timer, has been transferred from the Tamesi to the Mexico. K. J. Fruebing, a new recruit, is junior on the Mexico.

We are sorry to hear that T. Bowen of Casiana has been removed to the hospital at Galveston.

A. Krog, senior on the Catania, has a help-mate for his long voyage, F. M. Peterson. We understand Albert bought a checker board and is to use Peterson to keep in practise.

F. Reb, recently of the Chas. E. Harwood has accepted assignment in the Eastern Division.

E. W. Rogers, late of the Fordonian has accepted assignment in the Eastern Division. E. W. R. says "No more 4 knot an hour vessels for mine."

M. O. Green has recently been re-assigned to the Pan American. Evidently farming was not in his line.

J. A. Pohl, former Superintendent, now Chief Radio Gunner in the U. S. Naval Reserve is a frequent visitor at the office. "Just to keep my hand in," says J. A. P.

R. E. Armstrong, former manager at Port Arthur paid a visit to the

office in his brand new uniform. We understand that R. E. A. is to start housekeeping very shortly.

C. C. McCann, a new recruit, is doing his "bit" on the Panuco.

R. D. Magann and S. C. Hymel are on the Chalmette.

T. C. Hyers, a new-comer, is junior on the Excelsior.

Lloyd Brasher, in charge of the Mascotte, shows indication of being homesick. Cheer up Lloyd, it won't be long.

We have added two new tankers to this division, the Frederick G. Kellogg and the Torres in charge of operators Sermon and Martin respectively.

Although we have been absent for sometime from this column we are in hopes of being able each month hereafter to be with you.

SPOKES FROM THE HUB

Howard E. West, formerly senior on the Massachusetts, has joined the Naval Reserve. West is in the aviation section and is enjoying every minute of his training.

G. E. Howard has re-entered the service and is on the newly equipped Everett.

E. B. Colby has re-entered the service and has been assigned to the new steamer Virginia of the Texas Company, just completed at the Fore River Shipyards.

M. J. Grainger, a new man, relieved Operator Kanter as junior on the City of Augusta.

The City of Atlanta has been taken for Government service and operators Crosby and Mercer transferred to the Erny of the U. S. Shipping Board, just equipped at Boston.

A. Cashin has resigned and is now chasing nickels for the Boston Elevated.

MARCONI SERVICE NEWS

J. L. Bermingham relieved R. G. Philbrook on the City of Bangor.

T. H. Johnson, a new man, is junior on the Massachusetts. G. E. Travis succeeded West and is senior on the Massachusetts.

We were glad to welcome Operator Zahn of the schooner Addie Lawrence back to Boston after being shipwrecked off the French coast. Zahn is ready to take another at any time.

All of the operators show the effect of the recent increase, the office some mornings taking the appearance of a banker's club.

Our constructors made five installations during July.

EASTERN DIVISION

The Carolyn's operator, J. A. Quinlain, was taken from the waiting list.

J. M. O. Herin who has been on leave assumes H. B. Bogert's duties on the El Cid, the latter having resigned.

W. W. Neely, late of the City of St. Louis, now senior on the Platuria after serving two days on the Harburg. W. R. Hoffman and H. C. Bucholz first and second respectively on the Platuria, have resigned. H. B. Peters, a new man, engaged to serve as junior on this ship.

E. I. Quigley, one of the pioneers, is now convalescing at his home in Towanda, Pa. He was taken ill in Bermuda while on the Bermudian.

R. J. Wagner got in dutch when he missed the Texas at Port Arthur. Wagner went to sleep in a railroad car and a cop put him in the callaboosh and said he was stewed. Wagner said he wasn't. Somebody lies!

W. A. Roy said that he was too good to the captain and gave him too much news. The captain insisted that he leave the ship in Sabine, claiming that he was no good.

C. A. Kohlbein picked an isolated spot to sever his connection with this company leaving the ship in Halifax. A Canadian operator succeeded him.

P. H. Cartier had to leave the Corning at Baton Rouge 'cause mother called him home. He is a minor. G. S. Kirtley thought the Gulf wasn't as deep as the Atlantic and chose to accept employment in the Gulf division. He was junior on the Corning.

C. L. Jones is either on the Polarine or in the hospital. Mr. Henderson doesn't know. Jones was under the weather on arrival.

The Government's need for wireless men was the cause of G. T. Desjardines resigning from the Baton Rouge at Key West.

W. H. Jones formerly of the M. R. I. Dept. of the Great Lakes wanted a little experience on a real ocean and sails on the Harburg for Archangel. We hope Jones took plenty of warm clothes with him.

W. P. Bremer has the distinction of being accepted for the brand-new Gulf Refining Steamer Gulf of Mexico.

G. L. Chapman is sojourning with his friends after returning from France on the J. L. Luckenbach. He's going back.

G. O. Dill only stayed one trip on the steamer Zulia. He's married, his wife didn't care, but his mother didn't want him to cross the Pond, so he didn't go.

R. A. Worrall after returning from a sick month's voyage on the Matinicock resigned.

R. G. Philbrook has left the City of Columbus to return to Boston. G. E. McEwen, late manager at Savannah Station, has accepted service on this ship pro tem.

G. S. Shaffer transferred from the Mundale to Southern division.

I. Baskin now on the Mundale came from the Southern division.

MARCONI SERVICE NEWS

L. C. Patchin, junior on the Parima, has returned to school being succeeded by W. A. Noyes, formerly of the Warrior.

The Crofton Hall sails with K. E. Smith as junior, who was formerly junior on the Jefferson. D. Voepel takes his place on the Jefferson.

S. W. Knapp sails on the Oregon, having been relieved from the El Sol by E. W. Vogel, formerly junior on North Star, who sails as junior. E. R. Schindler sails as senior on North Star having been on sick leave.

The Munwood sails with J. W. Dain, a new man.

The Guantanamo's operator, E. T. Darlington, has resigned, the former operator on the Wm. Rockefeller taking his place. E. Crane also left the Wm. Rockefeller.

P. T. Brown resigned as junior on the Brazos to be succeeded by A. E. Harper formerly junior on the Cascapedia. C. G. Newberg sails as senior on the Cascapedia, having been assigned by the Canadian Co.

The Iroquois sails with G. E. Stewart as junior. He is a new man.

W. Sirkin, formerly junior on the Arapahoe, sails on the Millinocket, relieving L. F. Kendall who intended to sail as junior on the Arapahoe, but was taken ill. He was relieved on the Arapahoe by T. Peskin who had been on sick leave.

The operator sailing on the Munalbro is F. Reb, formerly of the Gulf division ship Chas. E. Harwood. D. S. Templeton is his successor on the Harwood, being formerly on the Gulfmaid. C. R. Underhill, a new man, sails on the Rio Grande releasing L. Leighton to take Templeton's place on the Gulfmaid.

The Morro Castle takes from sick leave its future operator, F. Schneider, while its former operator, F. Kofler, goes to the waiting list.

J. W. Ashmore returned to Philadelphia, leaving the Olean without an operator. R. Pierce, formerly on the Florida, and G. E. Cole, a new man, sail as the first and second operators respectively on this ship. E. F. Samaha, a new man, replaces Pierce on the Florida.

The waiting list furnished W. Clarkin for the Trinidadian allowing T. J. Cerio to go on leave.

The French Government having bought the Angers, its operator, E. E. Davis, is now on the waiting list.

J. Boa, formerly of the Louisiana, takes H. T. Williams' place on the Brilliant, the latter going to waiting list. F. Kofler from waiting list to relieves Boa on Louisiana.

M. Kanter, junior on the City of Augusta, did duty for three days on the Wm. Rockefeller before being assigned to the Guantanamo. M. J. Grainger, a new man, is now on the Augusta.

E. W. Rogers, a Gulf division man, and F. H. Keane, a new one, are now the first and second operators respectively on the Westoil.

The Brammel Point sails with R. Costigan, a new man, as junior.

L. Pinkerton, junior of the Florizel, sails on the Camaguey in place of F. E. Leach who is on leave. V. A. Wheelless formerly of the Brabant, succeeds Pinkerton on Florizel. W. Elfenbein, a new man, relieves D. A. Kell on the Glenpool to take Wheelless' place on Brabant.

I. Hoffman, first, and A. Visiconti, second, on the Armenia have resigned being replaced by L. T. Brown, as first, and N. J. Stilian, second, who has been on leave.

The Catania's operator, F. M. Peterson, is a new man.

E. G. Zahn was assigned to the Gulfcoast to relieve J. W. Allen.

H. T. Williams from waiting list to sails on the Geo. G. Henry.

MARCONI SERVICE NEWS

D. Levin was re-engaged at Baltimore to sail on the Clara Menning in the place of H. A. Williams.

The El Siglio's operator, H. Slater, has been dismissed from the service, being replaced by F. Salem formerly of the Dochra. J. B. Swift, of the St. Charles, and G. J. Hamilton, a new man, sail on the Dochra as senior and junior respectively. H. A. Williams sails on St. Charles.

The junior operator of the Proteus, L. J. Gallo, is on leave. P. Bowen assumes Gallo's duties.

T. J. Alderman and J. P. Huckaby were assigned to the Clara as first and second respectively.

F. E. Zahn was taken off the Addie M. Lawrence and placed on the unassigned list.

The W. C. Teagle sailed with W. H. Davis as operator.

J. Rile was detached from and J. Hunter assigned to the Nelson.

The Erny sails with C. R. Crosby as first and W. R. Mercer as second, both being assigned at Boston.

Boston re-engaged E. B. Colby to sail on the Virginia.

E. J. Smith, a new man, takes C. W. Wood's place on the Panuco.

Carolina sails without its senior C. S. Gould, who is on sick leave; T. J. Cerio was assigned as junior.

The City of St. Louis loses its junior, P. Battiato, who is succeeded by H. A. Thompson, a new man.

J. L. Neeley resigned from duty on the Halifax to enlist. J. Houlberg, formerly of the El Capitan, taking his place. J. J. Kosta, a re-engaged man, sails on the El Capitan.

The Edw. B. Winslow having been torpedoed places its operator, G. B. Ferguson on the unassigned list.

L. J. Larson of the Orleans, which vessel suffered a similar fate is also on the unassigned list.

A. Schneider was re-engaged to sail on the Helen whose operator, W. Dinga, had resigned.

GREAT LAKES DIVISION

The S. Y. Galatea has been sold to the Government. Operator Gerald Covey has been transferred to the Lakewood, vice C. H. Warner.

E. L. Brisson is on the Alpena.

The Eastern States has resumed operation between Cleveland and Detroit. D. W. Balson, a new man in the service, has been assigned.

J. J. Manning and G. R. Rogers are on the Lakeland. Both new men in the service.

W. B. Snell, a new man in the service, is second on the Juniata.

E. F. Brede has relieved C. W. Thomas on the Lakeport. Thomas returning to the Eastern Division.

A. L. Shafer has been transferred from the City of Buffalo to the Octorara, as junior. O. E. Dunlap is senior on the Octorara.

A. R. Mehrhoff, a new man in the service, is on the Carolina.

Harvey Kelley, a new man, is on the City of South Haven.

J. D. Cameron, a new man, is on the Alabama.

H. L. Gore and R. H. Hecht are on the Missouri, as senior and junior respectively. Both new men.

Jos. Whalen has relieved E. I. Deighan on the Ashtabula.

Mr. Deigham now comprises our entire construction force, Mr. Jones having been transferred to the Eastern Division.

MARCONI SERVICE NEWS

PACIFIC DIVISION

A. S. Nielsen an old time operator rejoined our service as junior on the Celilo.

Norman D. Talbot was transferred to operator in charge of the Colusa.

Edmund Smith of highpower fame was assigned to the Governor. His ability as a newspaper man will serve him in good stead.

Lyle Dillon, a Southern Californian, joined our service as operator in charge of the Ferry Hermosa.

A. H. Doty, the tallest operator in the Pacific Division has assumed charge of the Idaho. Mr. Doty, besides being an old reliable stands four foot six. Reliability and efficiency is in every inch.

F. I. Throop with L. J. Bauchou as junior is holding down the Lurline. The Lurline is now in freight service, making it pretty soft for some people.

E. T. Jorgensen, formerly in charge of the Manoa, was called into active service and is now stationed at Marshalls highpower station. B. McLean was placed in charge of the Manoa with J. Hauselt as junior.

P. S. Finnell in charge of the Northern Pacific has also been called for active service in the new army training camp at Palo Alto. His position is being filled by L. V. R. Carmine. Mr. Carmine, after a ten month's sick leave, is again on the active list.

E. P. Weunsch and L. R. Cornish senior and junior of the Senator was transferred to the Alki at Seattle, the Senator having been laid up.

Geo. Street is in charge of the former German ship Serapis now operated by the U. S. Shipping Board.

N. C. Kumler has been placed as operator in charge of the Yosemite.

The Col. E. L. Drake has been placed in commission with H. W. Kelley

in charge.

J. E. Dickerson, formerly of the Norwegian Steamer Capto, was relieved at New York and returned to San Francisco overland. He is now on the J. A. Moffett.

W. L. McLean was assigned by our Seattle office to the City of Seattle, relieving G. Fitzpatrick.

K. E. Soderstrom has joined the new steamer Ernest H. Meyer.

Operators D. M. Taylor and H. W. Underwood are holding down the Great Northern as senior and junior.

R. A. Germon was assigned to the new steamer Frederic R. Kellogg. This vessel will be operated by the Gulf Division and will leave San Francisco shortly.

W. G. Ludgate joined the Jim Butler for Mexican West Coast service.

L. V. R. Carmine and E. A. Werner are acting senior and junior on the Northern Pacific.

R. A. Billadeau has assumed charge of the Motorship Nuanu.

W. W. O'Farrell, former operator on the Oregon is now stationed at Central America in the service of Huddleston-Marsh, S. W. Knapp replacing him.

The Seattle construction department recently equipped the Cunard Liner Barron. This vessel carries a 1-4 k.w. cargo set.

The San Francisco construction department equipped the Ernest H. Meyer with a half kilowatt 120 cycle, the Frederick R. Kellogg with a 2 k. w. 500 cycle, the Serapis of the U. S. Shipping Board with a 2 k.w. 500 cycle, the U. S. A. T. Thomas with a 5 k.w. 500 cycle and the War Monarch with a quarter kilowatt cargo 500 cycle. In addition to heavy repairs on other Shipping Board vessels and new equipments started, the three man staff has been doing some humping.

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Volume 2



October, 1917

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MARCONI SERVICE NEWS



ALL IN A DAY'S WORK

By Clarence Cisin

To the crew of the Navajo the Fourth of July came in like the proverbial lamb and went out with a display excelled by no old time celebration of that glorious day. The sun was shining upon a placid stretch of ocean that had all the peaceful quietude of a street scene in Flatbush. Dinner was in progress and one of the men remarked that it didn't seem at all like the national holiday without the time-honored fireworks—had he been a prophet, gifted with true foresight, his name would go down in history as the World's most sarcastic joker, as almost immediately the alarm gong rang out its warning. With a few choice words regarding the imaginary visions of over-zealous lookouts—for the pie was tasting very appetizing—we rushed out on deck and plainly saw a submarine, looking very businesslike, with its gun crew on deck preparing to fire upon us. The Captain rushed to my cabin with the ship's position. I soon had the distress call working overtime. A British destroyer answered, and reported that they were speeding toward us. Our gunners opened fire upon the Sub and after three shots from our guns she submerged. The patrol boat overtook us about an hour later, and convoyed us a short distance. That night the submarine topic was very seriously discussed.—So was life insurance.

The next morning I was awakened by the sound of shots. The Captain came into my cabin, and asked if I could hear any distress calls. I listened-in, and picked up the distress call from a British ship, saying that she was being shelled by a submarine. In the middle of her message stating her position, the spark suddenly died out. All operators are familiar with the peculiarly appealing sound given out when an accident

MARCONI SERVICE NEWS

with the crews of the steamships Kansan, Masapequa, and Prelanes, and the schooners Colleen Bawn, Addie M. Lawrence and Edward B. Winslow. Excepting for the number and variety of yarns spun by this extraordinary company of shipwrecked mariners, the return voyage was uneventful, and when these lines see daylight the writer will again be en route for the war zone on the Ockenfels doing his bit for democracy.

ALL IN A DAY'S WORK

By Clarence Cisin

(Concluded)

We left Fowey with the whole town lined up to bid us farewell. The second day out, about 4 a.m., just as I was coming off watch, we sighted the body of a man lashed to a mast, floating quite near us. The form was withered and apparently eaten away. It seemed like an ill omen. The next morning at 5 we sighted a crowded life-boat. The people in it were waving to attract our attention. We overtook it, and saw twenty-three men—thirteen Chinamen and ten Englishmen. As we steamed past them, they looked up at us with a pitiful, imploring expression, as if they feared we would not stop for them. We took them aboard, and found that they were from the S. S. Glenstrae (Br.) torpedoed the evening before. The Captain immediately gave me a code message, asking that one of the destroyers relieve us of these men as we had but three life-boats; only sufficient for our own crew. I got in touch with a British patrol, and within a couple of hours it was alongside and took the shipwrecked men away.

A few days later, on August first, we had just about cleared the war zone, and were beginning to lose that strained, constantly alert, half expectant, half dreading, expression that marks men who have reason to hold the submarine in great respect. A few of the men had decided to undress the next time they turned in. Someone started a song about old New York town, and everyone joined in heartily. The third mate washed his laundry which he had let accumulate since the beginning of the trip because, as he said, "Clean laundry and dirty subs are a poor combination." Then it happened! I was taking my noon siesta, and was suddenly awakened by sounds of running and confusion and shouting on deck. Luckily I had only to put on my slippers and rush on deck to find out the trouble. The after-part of the ship was a dense mass of smoke, with flames shooting up at frequent intervals. Everyone was shouting, and running up and down. Someone said, "Try and heave that ammunition overboard." We had 110 rounds of ammunition for our three-inch guns stored away, and about 2,000 rounds of machine gun ammunition in my operating room. The Captain bellowed down from the bridge, "Send out the S.O.S." I started the generator and one of the oilers came rushing in and said, "Sparks, the fire is uncontrollable. Keep the distress call going." I was already shooting it out, saying, "Ship on fire. Burning oil." The fire was gaining such rapid headway that within five minutes the flames were licking in the windows of my

MARCONI SERVICE NEWS

operating room and the curtains caught fire. We had three life-boats on the after poop outside my cabin, and they were being lowered away. It was impossible for any of the engineers to get below to the engine room, because of the fire and smoke, and the ship was going ahead full speed. I was still repeating the distress call and heard through my open window one of the naval lads shouting, "We're leaving wireless." I grabbed Trixie and ran from my cabin. Two of the boats were already away from the ship. I slid down the falls with the pup in my teeth, just as they cut away the last rope. It was only good luck that kept us from capsizing, as the Navajo was going ahead full speed. We managed to get clear and rowed away from the undertow created by the propellers. The fire had gained such headway that the whole poop was now a mass of flames. We were 1,000 miles from land in an entirely unused ocean track, and the only ship we had seen in four days was the patrol boat which had relieved us of the Glenstrae's survivors. It seemed probable that some time would pass before we stood any chance of being picked up. And then the shells started to explode. First the ammunition for the rapid fire gun went off with staccato reports, that sounded very much like the automatic trip hammers used in steel construction work; then the deep boom of the large shells, followed by the peculiar whizzing sound as the projectile shot out. The whole after-part of the ship was one sheet of roaring flame. We expected to see the boilers go at any moment. The life-boat which I was in was in charge of the second mate; we also had the second assistant engineer and eight of the Portuguese crew. Everyone took a hand at the oars, except one big Portuguese fireman—he was a man who must have been born on a rainy day—he had an ugly, crabbed, nature, which made him very much disliked while on shipboard; he had lost one eye and the other eye had a ferocious, animal gleam in it; and he sat back like a passenger, watching the rest row. I suggested to the second mate that this fireman relieve the second assistant engineer, who was an elderly man; and the second mate ordered him to do so. The fireman scowled, and replied, "No savvy". He savvyed as well as anybody, but probably the combination of fright, laziness, and natural meanness, made him refuse. The second mate did not have his revolver with him, so we planned to use the end of an oar upon the fireman's head. A life-boat is no place for excess baggage—also, this man setting such an example would undoubtedly result seriously because of the other Portuguese. We had but a limited amount of water and hard-tack aboard; and it was necessary to maintain strict discipline. I was edging over toward him with the intention of grasping his arms while the second mate utilized an oar, in an effort to prove that wood is harder than ivory, when we saw the smoke of a steamship in the distance. All grievances were immediately forgotten in the joy of the sight. No words can express with any degree of justice the feeling that ran through us. Within an hour we were, including the four pups, all safely aboard. The vessel which rescued us was the Greek steamer IOSSIFOGLU. (The name "Iossifoglu" is hard to pronounce, but our joy in being on her is easy to understand.) We all felt like giving three cheers for Greece and all things Grecy. There

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were two American firemen aboard, and their first remark was, "Well, you sure have struck a hungry ship", and they were right. Meals consisted chiefly of potatoes and tea, and tea and potatoes. An old saying, slightly changed, "Never look a Greek horse in the mouth," might be appropriate. However, compared to hard-tack and water, it was indeed sumptuous. I had a bunk above a Greek steward. He had the greatest collection of trained animals, marching back and forth along the walls and over the bunks, that it has ever been my misfortune to encounter. They did not apparently annoy him in any way, but I firmly believe that he must have spent considerable time in drilling them, as they would stand at attention, form in fours, fix bayonets and charge. The first night aboard they certainly annoyed me. All through the night I would strike the wall with a resounding whack—sometimes killing the enemy—and invariably saying with heartfelt emphasis, "Damn". About 2 a.m. the poor Greek steward knocked on my bunk and said, "What you mean, 'gol damn, gol damn' all night? What you mean"? I explained briefly, but to the point. The next day we had a general hunt for shoes, socks, underwear, and various wearing apparel, as some of us were shy everything, and most of us required something. We were bound for Limerick, Ireland. As the Greek ship was a neutral one, we did not feel very much uneasiness while going through the zone.

On August 5th we steamed up the River Shannon. The country is rugged, hilly and green, with a scattering of thatch-roofed huts dotting the hillsides. We arrived in Limerick that evening and were very much touched by the kind hospitality shown us there. There is a great deal of disturbance and unrest among the Irish people at present, as the Sinn Fein element, which feels greatly incensed against England, is growing in majority every day, and is doing everything in its power to handicap her. The far-famed ready wit of the people is indeed justified. One of our men while getting a shave was cut, and angrily asked the barber why he didn't learn his business, whereupon the tonsorial artist replied, "Kape your mouth shet, if you want to be shaved. And anyway your face is made wrong." The waiter in our hotel would have been called exaggerated upon any vaudeville stage. Upon being sarcastically informed that he was never born to be a waiter, he replied, "Sure and I knew that long ago. I was born to be a Prince, it's only circumstances that make me a waiter". The last word is their natural heritage.

We left Ireland seven days later and sailed from Liverpool on the American liner New York. The little pup received so many kisses and so much petting from pretty girls that many a man remarked he wished he were a dog. We arrived in New York without any excitement while crossing. I have just received a letter from a wireless operator at the land station at Bleville, France. I met this chap while in Havre, and as he had picked up our distress calls we had quite a feeling of intimacy. His letter reads:

"My dear Mr. Cisin:

I'm really happy to have the honor to know you, but very sorry that you did not stoped a long while to Le Havre. I think that was not last times see you, it will be for another. Don't

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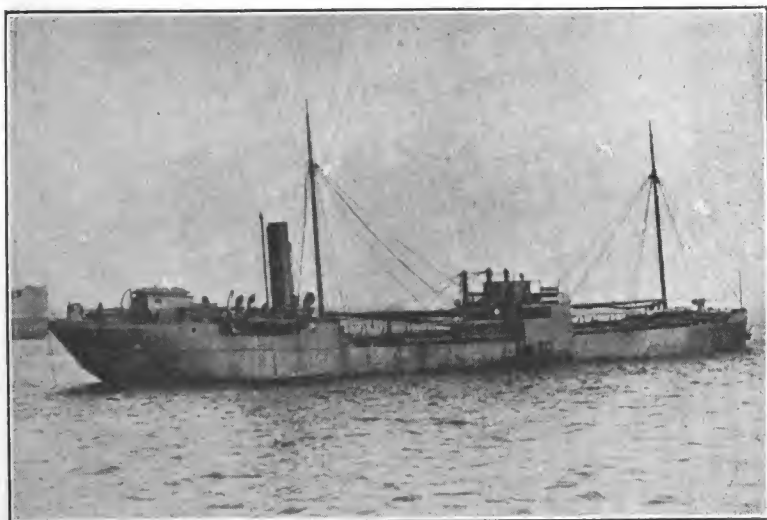
wish receive any S. O. S. of S. S. 'Navajo' like this on the last 5 July at 11 a.m. and 4 p.m. (Very constantly)

Your devoted new friend.

(Signed) H. C.

P.S. Excuse, please, my America writing, it is my first letter of this language".

The owners of the steamship have mailed me a very liberal gift, accompanied by a kind letter of appreciation. I expect to be on my way across again within a short time and feel that because of the necessity of supplying our troops with food and ammunition, the game is worth the candle.



The Ill-fated Navajo

MARCONI SCHOOL OF INSTRUCTION, NEW YORK

By C. Sandbach

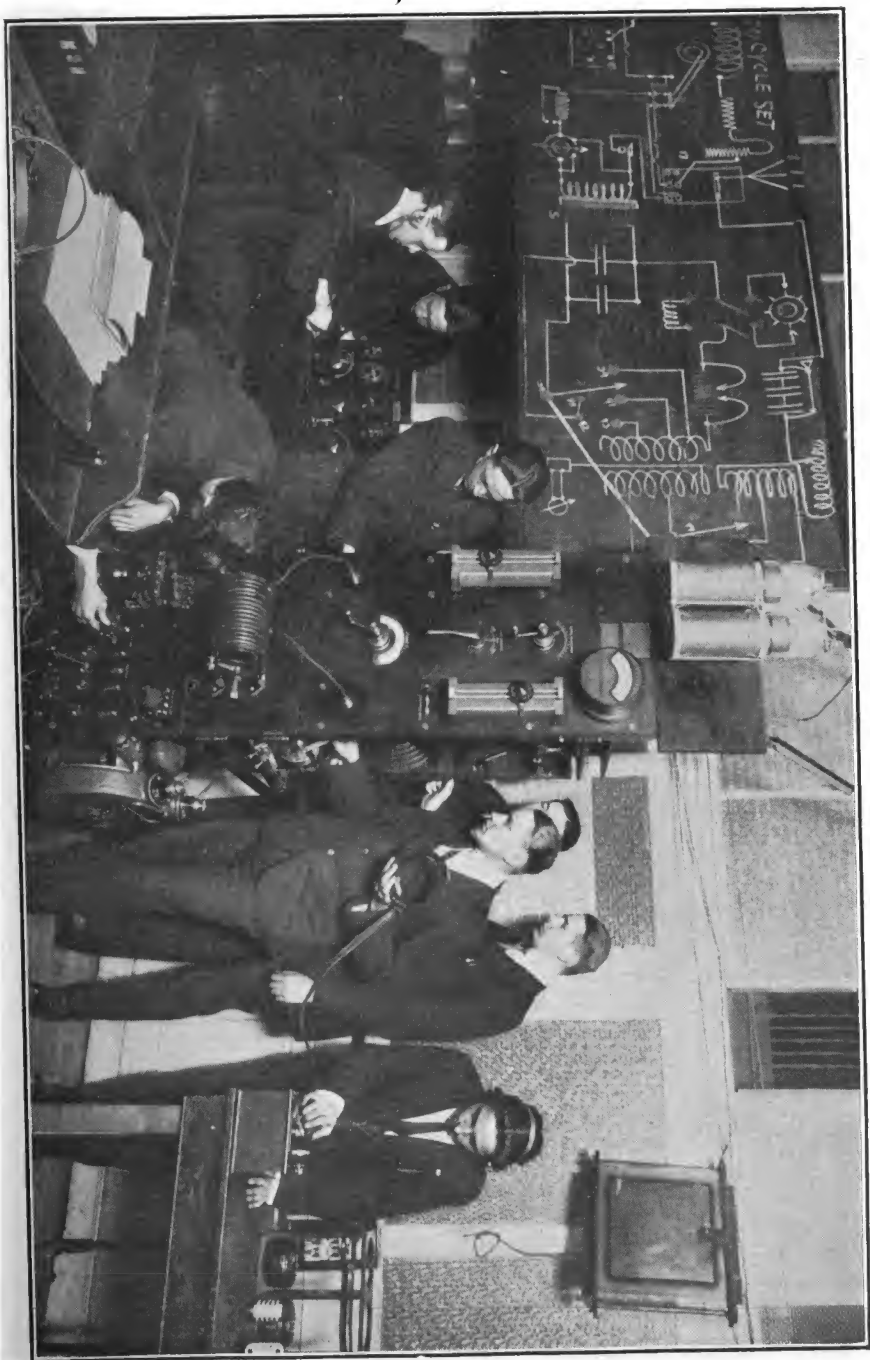
Many of you, no doubt, are well acquainted with the New York school, having graduated therefrom. Others have not had an opportunity of making our acquaintance. To these, we bow.

Our school is rather spacious, though we could do with much more room if we were to do full justice to the apparatus and to the students.

We have four standard sets fully installed: (Minus aerial, during war-time): a 1 k.w., 60 cycle, non-synchronous, rotary set; a 2 k.w., 240 cycle, synchronous, rotary set; a quarter k.w., 500 cycle, synchronous,



Marconi School, N. Y.—Class Work



Marconi School — Laboratory Work

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rotary set (Cargo set—and a beauty at that); and a standard 2 k.w., 500 cycle, quenched gap set. We have most types of tuners, including 106, 107a, and that dandy thing, the 112. In addition we have a ten-inch spark coil, and spare parts of almost every description for demonstration purposes. I might add that we are now using the finest text book that has ever been written on Wireless Telegraphy. The title, "Practical Wireless Telegraphy," is very appropriate.

We have two classes, a day and an evening class. The day class gets a technical lecture each morning, with code and traffic instruction during the afternoon. The evening class has technical lectures on Monday and Thursday evenings, with code and traffic instruction Tuesday, Wednesday and Friday.

The code tables are all worked off motors and are divided into five sections: (1) 1-5 words per minute; (2) 5-10 words; (3) 10-15 words; (4) 15-20 words; (5) 20 and above. The students are aided in their studies by numerous circuit diagrams which decorate the walls.

The average time taken for a beginner to obtain his First Grade license is three months in the day class and from four to four and a half months in the evening class. The teaching of telegraph code is a study of psychology. It is one of the most interesting duties I ever had to perform. Some grasp it without any trouble, while with others it seems the hardest thing in the world. One student was over three weeks learning the alphabet. I thought he would never learn it. Then, suddenly, he got a grasp of it and he shot up at breakneck speed, stepping up at the rate of a section a week. He told me he mastered it by reading, in the

telegraph code, the signs in the subway cars.

Did you hear about the ladies we had, though? One of them said she "Could quite understand them attaching the Ground lead to the hull of the ship,—but how do they get from the hull of the ship to the bottom of the ocean"?

AN APPRECIATED LETTER

Belleville, N. J., August 6, 1917.

Marconi Wireless Telegraph Co.,
New York City.

Attention Mr. M. H. Payne.

Gentlemen:—

Enclosed is receipt signed by my wife, per your letter of 3rd inst., for the Five Hundred Dollar life insurance check from the Travelers Insurance Co.

We both wish to express our thanks to you, Mr. Pillsbury and Mr. Edwards for the many kindnesses shown Eugene and ourselves; in fact to all of your Company that have had to handle any part of the necessary work caused by our loss of our only boy.

This has been a revelation to us, and the evident desire of the Marconi Company to further the interests of its individual employees entitles you to greater success in your future business.

I remain,

Yours very truly,

S. H. BOOTES.

(Operator Eugene H. Bootes died suddenly on the S. S. Carolina, in Porto Rico.)

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Married, at Petaluma, Cal., September 8, Walter H. Graff to Alma E. daughter of Mr. and Mrs. A. S. Hall.

The bride's home was handsomely decorated with ferns and asters, and a wedding breakfast was served, after which the happy pair departed on an automobile honeymoon. The wedding gown was of blue silk and the bride received a profusion of gifts. The groom, who is considered a lucky dog, is stationed at the Naval Radio station at Bolinas, and was married in uniform. He graduated from the University of California as an Electrical Engineer, and has been in the Marconi Service at Kahuku and Bolinas for several years. He has prepared a cosy home for his bride at Bolinas village, where the good wishes of their friends will follow them.

At Richfield Park, N. J., September 12, at the Church of St. Mary's, Charles Sandbach, Instructor at Marconi School, N. Y., to Florence N. Francis, of Richfield Park, late of Edinburgh, Scotland.

At Elizabeth, N. J., October 10, Bernard Muller of the Stock room at the Marconi Works, Aldene, to Anna Dean, of Elizabeth. Mr. Muller's associates at the Works presented them with a fine set of china.

At Roselle Park, N. J., September 22, Edward Anthers, of Brooklyn Navy Yard, to Anna Bauerband, of the Girls workroom, Marconi Works, service.

Aldene. Her associates presented a handsome cut glass water set with silver bound reflector.

At Rahway, N. J., September 9, at the German Presbyterian Church, Albert Bendlein, of the Blacksmiths department, Marconi Works, Aldene, to Emily Weiss, of Rahway. They received many valuable gifts.

At Philadelphia, October 13, Oswald R. Aberg, of the Drafting department, Marconi Works, Aldene, to Emilie P. Westdall.

BOLINAS ECHOES

Everything at this station is now decidedly naval, and such terms as pipe down, turn to, etc., are getting to be quite common. Of course we all lack the regulation sea dog roll, which takes time to acquire.

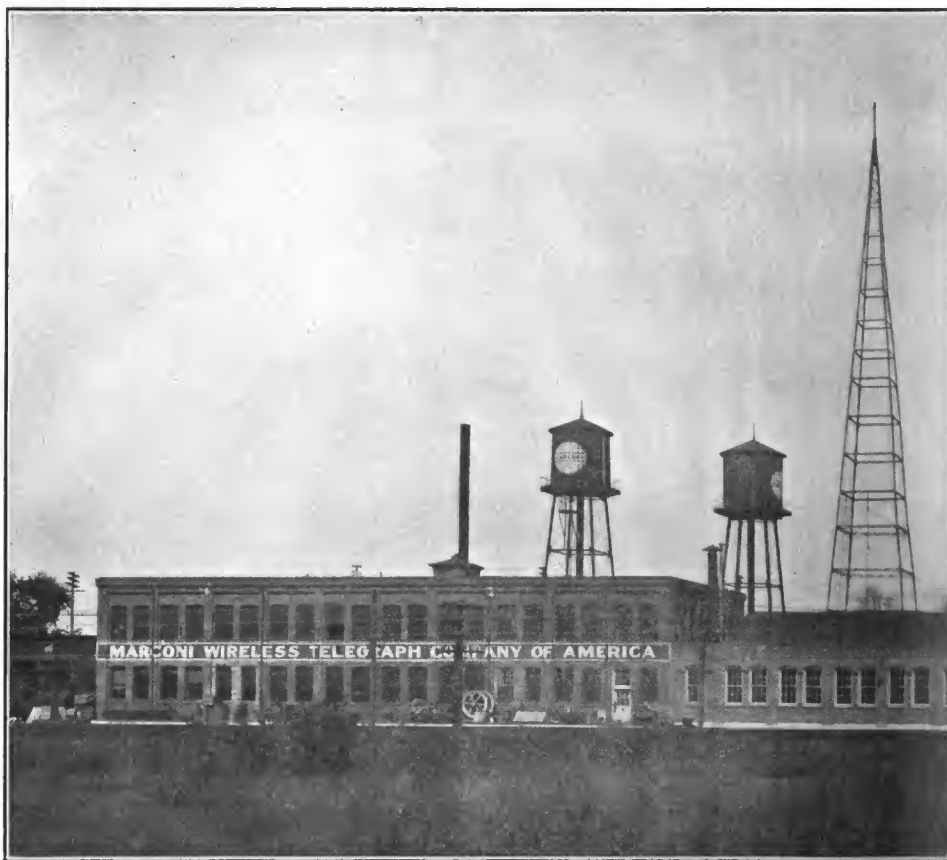
Owing to the exceptionally fine weather conditions this summer, the beaches have been thronged and the boys declare it the pleasantest season in the history of the station. Dances, beach parties and clam bakes have been weekly affairs, and attended by all from the station who could be spared.

The deer season has just closed, and thanks to some of the guard stationed here, we did not lack for venison. Some very fine bucks were downed and the last day of the season was celebrated with a barbecue. There was an abundance of roast venison and trimmings and the happy day will long be remembered.

The boys are conducting their own mess, under the supervision of a mess captain, who is successful in keeping down the cost as well as the kicks.

We receive the Service News regularly and it certainly means a good deal to the regular men at this station, as it keeps us in touch with our friends and interests in the Marconi

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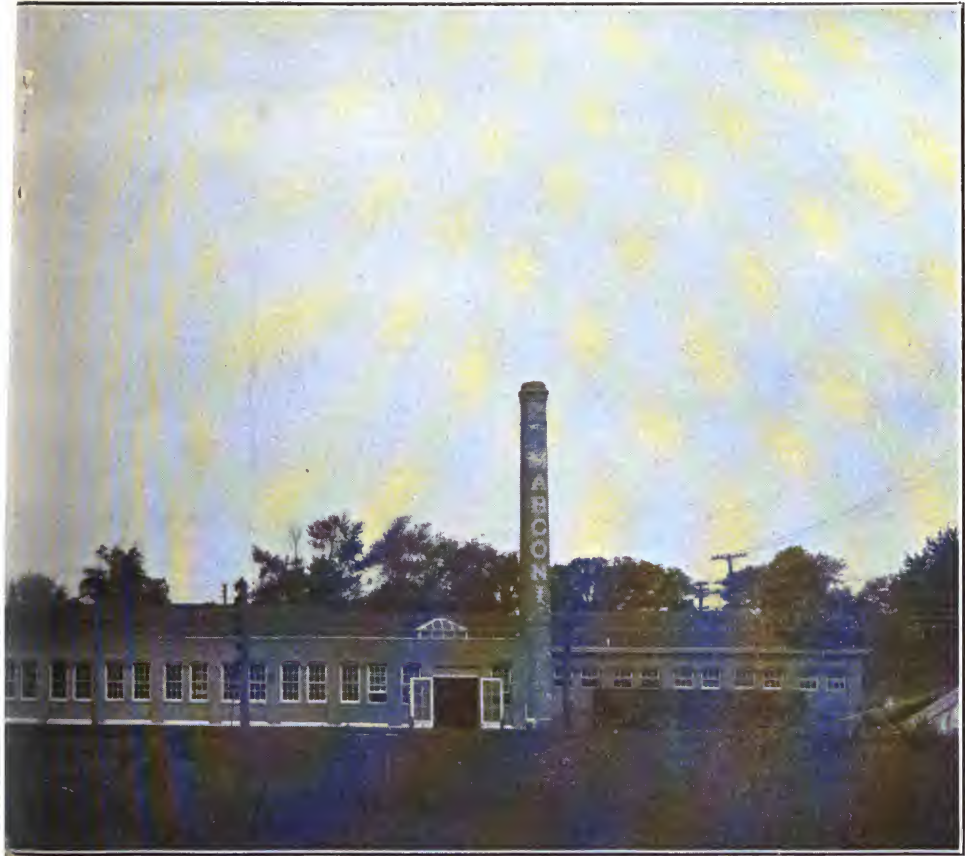


THE NEW MARCONI WORKS

Now that the new factory is in full swing, the Marconi boys and others in the service will doubtless be interested in a general description. Reference here to "New factory" instead of an addition to the old is entirely justified, as every machine and device operated for manufacturing has been removed from the old building to the new; but do not conclude for a moment that the old building has been abandoned. No indeed; activity, in every nook and corner, is now as great as ever—only it's mental, instead of mechanical. More definite reference to this transformation will be made later.

Entering the new factory, with recollections of the old, is analogous with suddenly landing in the Great White Way after leaving some alley

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on the East side, or stepping into a modern automobile factory from a bicycle shop—which definitely suggests as existing the following important conditions: Space, light and air without which no modern factory is able to reach its maximum efficiency. A few figures concerning the space will indicate how this has been brought about. The old factory plot covers about 10,000 sq. ft., the new factory over 39,000 sq. ft., its greatest length and depth being 295 and 175 feet respectively.

The general design and construction of the building is modern in every detail. Retaining walls are of brick with as little space between windows as design of construction will permit, guaranteeing maximum light and ventilation. The roof, of the saw tooth type of construction, windows facing North, rests on girders, supported by widely spaced columns.

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Comparing spaces in the old and the new building, the following figures will be of interest: Manufacturing department—space actually occupied by machinery in the old building, about 2,400 sq. ft. In the new building over 8,000 sq. ft. Assembling department, in the old building approximately 1,000 sq. ft., in the new 4,000.

Test room in the old building—well, you wouldn't have known you were in it unless you heard the tone of the spark gap of the transmitter under test. Incidentally it was located somewhere in what was known as the old laboratory on the ground floor. In the new building over 2,100 sq. ft. of space is given to testing transmitters alone. In addition, space is occupied in the old building for the testing of receivers. The drafting department has expanded from the space occupied by a few drawing tables to 2,500 sq. ft. This includes the room occupied by one of the most interesting devices—the Revolute—a continuous feed blue print machine making it possible to produce thousands of blue-prints during a day's run, as well as producing a single copy while you wait.

Space definitely allotted for other purposes is as follows: Finished stock room 2,500 sq. ft., semi-finished stock room 2,600 sq. ft., tool room 1,350 sq. ft., as well as smaller rooms for special purposes. Construction work—from raw material to the finished product, is definitely progressive. Entering the new factory on the right, through a spacious passageway from the old building the raw material gradually passes through various processes of machinery and designing till it passes to the rear where assembling begins. This branch of the work is continued on the left until the completed instrument is ready for test in test rooms adjoining. After test it is delivered to the shipping department and soon finds its way to the railway platform for shipment, having made a complete circle during its construction travel through the most interesting of factories.

The old factory—proud of its past record—is devoted primarily to management and engineering. The second floor has been subdivided into many offices for use of department heads and their assistants. The spacious drafting room is on this floor. Stock and shipping rooms—greatly expanded—occupy the major portion of the ground floor.

Now that the efficient management of the company has been so definitely supplemented by the most modern of wireless construction factories, it can be easily understood why there exists the enormous demand for Marconi sets for ship and shore stations—why the boys feel proud to be known as Marconi operators and take such great delight in the care and operation of the company's product.

Chas. E. Apgar.

HANDICAPPED

The traveller had four minutes in which to catch a train.

"Can't you go any faster than this?" he asked the conductor.

"I could," replied the conductor, "but I am obliged to stay with my car."

NOTICE TO OPERATORS

Referring to special order number 55, covering abolition of 10-word minimum, the Pacific American Fisheries Company, Bellingham, Washington, should be added to the list.

MARCONI SERVICE NEWS

BRASS TACKS, *DRIVEN BY C. J. ROSS*



WATCH YOUR STEP

When the o'd star salesman made a slip
That lost an order of world fame
The Board said, speaking of the skip
"That Old John Barleycorn was to blame".
They thought not of the days of yore
When the old veteran in his prime
Made famous those that he sold for
And spread their name in every clime.

They did not recollect the vim
That in the past he oft' displayed
No matter what was piled on him
The countless record sales he made.
Boards as a rule don't stop to dream
Of days gone by, of vanished fame.
A level head, an eye that gleams,
Is what you need to play their game.

Thus ever runs the game of life,
Take warning, you, in vigorous youth,
Shining your moment in the strife
Time's finger points at you—forsooth.
It's hard perhaps this thing compare,
The reckoning day seems off so far,
For in your youth you're living where
Both flattery and illusion are.

Temptation's usually on the job
When success is at its height
Watching for his chance to rob
And to strip you of your might.
But warning signs along the way
Are telling you through other's tears
How swiftly glory flies away,
How lonely are repentant years.

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A NEW BOOK



MARCONI BUDS

That the interest of the company in its employees extends to their families, even unto the second generation, is evidenced by the debut in print of Marion Annie, the 13 months darling of G. W. Nicholls, District Superintendent at Boston. This little lady weighs 17 pounds and is a marvel of good nature. She goes to sleep with a smile and wakes up with the same smile at six in the morning, calling Daddy until poor Daddy appears. She is fond of music and talks fluently, but is difficult to understand.

We will be glad to reproduce here portraits of Marconi infants under 18 months when taken; and at the close of the year, the Editor will award a cup to the one voted to be the best baby, by a committee of envious bachelors and maidens to be selected by the Editor who will act as Chairman.

"Pleiades Club; Telegraphers' Paradise on Planet Mars" is the latest and happiest contribution by Jeff. W. Hayes to the telegraph literature of the world. The author takes his readers, in thought, to the planet Mars, where they are heartily welcomed by a long list of former colleagues. Happiness reigns supreme, and telegraphic tournaments are of frequent occurrence. A telegraphers' tabernacle has been instituted and is the scene of daily visitation from the craft. A wireless wand, wielded by an expert operator, writes the daily bulletins on the azure sky in letters of fire. Everybody is happy and harmonious.

A perusal of this little volume should bring calmness to the spirit and tranquility of soul to the reader. Price 50 cents. Address:

Jeff. W. Hayes,
5353 Glenwood Ave.,
Chicago, Ill.

NOTICE TO AFFILIATED COMPANIES' OPERATORS

Operators in the employ of the Marconi International Marine Communication Company and the Societe Anonyme Internationale de Telegraphie sans Fil will please report to the Resident Inspector at 25 Elm Street, New York, between 9 and 10:30 A.M. No personal matters will be dealt with at any other time.

PLATURIA SUNK

The Standard Oil ship *Platuria* was torpedoed September 15, and we are happy to announce the rescue of Radio officers Winslow Neely and W. B. Peters.

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A CRANFORD HOUSE PARTY

On a recent Sunday Mrs. J. B. Elenschneider entertained a party of Marconi-ites at her charming suburban home, opening the proceedings with a particular brand of life preserver which just naturally made one feel kindly toward the whole world and forgetful of all the trials and tribulations which attend the life of the busy wireless worker. The hostess has all the heralded and famous satisfiers of epicurean tastes beaten a thousand miles when it comes to putting up one of those fine, wholesome delicious repasts, for which her ability is known to all who have had the pleasure of sitting at her table. The grace and system with which she presides over a large gathering is simply wonderful.

In addition to music and refreshments there was a competitive series of games of croquet, in which the hostess added to her laurels of the day by making the highest score. Mr. Elenschneider was present but kept modestly in the background. The guests were, Miss Elenschneider, Mr. and Mrs. C. J. Ross, Mr. and Mrs. David Sarnoff, Miss L. A. Horton, and Messrs. A. Stein, Jr., and G. W. Hayes.



EXECUTIVE OFFICE

General Manager Nally, Chief Engineer Weagant and Commercial Manager Sarnoff have returned from a business trip to Washington.

Mr. Pillsbury spent his vacation across the water—in Brooklyn.

Misses Wishart and Kennelly have returned from their vacations looking very fit.

Mrs. Harold J. Kennedy, our most recent bride, was presented by her office associates with a handsome dinner set of 90 pieces.

Mr. Everett spent a happy vacation fishing and clamming on Cape Cod.

George S. De Sousa, Traffic Manager, visited Portland and Seattle, Washington, during the month of September. He was away one week.

Everybody regrets the resignation of Miss Katherine Hoffman who leaves us after 5 years service. Her cheerful and helpful spirit and the fine quality of her work made her services very valuable. We shall miss her pleasant smile and winning ways.

G. W. Hayes has been appointed Purchasing Agent. Vice Lee Lemon transferred to other duties.

Walter W. Baldwin succeeds Miss Hoffman, as Secretary to the Comptroller.

EASTERN DIVISION

W. A. Noyes of the Amazonia succeeded P. Battiaton on the San Marcus. Battiaton in turn relieved E. Dynner on the City of Montgomery. G. Kavanagh was replaced by Dynner on the Nacoochee.

C. B. De La Hunt was assigned to the Baton Rouge at New Orleans.

The Florida sails with A. A. Angell who was assigned at Galveston.

E. Vogel, senior, and A. J. Krynski, junior, have been replaced on the El Sol by E. C. Stephens, as senior, formerly of the Munwood to which

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vessel Vogel has been assigned, and E. Handler, as junior, who was relieved from the Monterey by J. W. Allen who had been on leave. Krynski is at present on the Sagua.

Before Stephens and Handler sailed on the El Sol, however, this vessel was taken over by the Government; therefore, Stephens sailed on the S. V. Harkness in place of H. M. Pruden who has resigned, while Handler assumes the duties of the resigning junior operator on the Pearl Shell, J. S. Lanning.

J. Ach, junior on the Cherokee has resigned, E. F. O'Mara taking his place.

W. H. Boyle of the Santa Rosa, was assigned as senior to the Plymouth when the former vessel was taken over by the Government. W. F. Hertz, a new man, will sail as junior on the Plymouth.

The Gov. Brooks will sail with M. Lock, a new man, as operator.

J. A. Moore, a new man, has replaced R. Sussdorff on the Paloma, the latter now being on leave.

The Caloria will sail with M. Dreyfus, a new man, as junior, who was assigned to her when T. D. Callan relieved C. Kephart as the junior on the Nassovia.

C. R. Underhill has been transferred from the Tidewater to the Wico where he relieved F. H. Gardner who is on leave. The unassigned list furnished F. A. Shaeffer as senior for the Tidewater.

When the Neches was taken over by the Government, her operator, J. A. Worrall, was placed on the Manchuria. C. A. Russell, formerly of the Grace, will sail as junior on the Manchuria.

The Creole's senior, L. R. Schmitt, is on leave, P. Podell of the Carolina replacing him. B. N. Lazarus formerly of the Wm. Rockefeller reliev-

ed Podell on the Carolina.

A. R. Champlin will sail on the Ruth instead of R. C. Thomas, who remained on the Amazonia four days before taking R. Klipp's place on the El Cid, Klipp having missed the ship.

The Nassovia's senior, A. Bernswiller, has changed places with B. Beckerman, senior on the Hamilton. Beckerman remained on the Nassovia but six days when he was relieved by J. Houlberg, who was on the Halifax up to the time the Canadian Co. assigned one of their operators to her. R. B. Y. Scott is the Canadian operator now on the Halifax.

R. McManus, junior of the Wico, was assigned to the W. G. Warden after W. S. Holmes had missed that ship at Baton Rouge. Holmes has resigned.

The El Dia sails with J. H. Cox, a new man, as junior in place of T. J. Nunan who has resigned.

The senior of the City of St. Louis, M. Beckerman, has resigned, being replaced by P. Krieger who was relieved by H. V. Griffing on the El Norte who had been on sick leave. J. Valesco, who has been on leave, took H. A. Thompson's place as junior on this ship when the latter resigned.

S. C. Tennery, formerly of the Motano, will sail as junior on the Mongolia instead of L. J. Ward, who will sail as junior on the Satsuma.

The Medina has been taken over by the Government; her operator, H. S. Parsons, has been transferred to the Rochester.

C. A. Coe, formerly of the Baton Rouge, will sail on the Teresa.

E. Tamburo, a new man, will do the same on the Northwestern.

L. Cruttenden is now on the unassigned list due to the fact that the Bermudian on which vessel he was senior, has been taken over by the

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British Admiralty; the junior, W. F. Cotter, has resigned.

A. Dorner, formerly of the Gulf Division, will sail as junior on the City of Columbus in place of W. H. Walker, who has resigned.

On account of the Brammell Point being laid up at Baltimore, R. J. Costigan has been transferred to the Munalbro where he relieved F. Reb, who has taken the place of G. W. Shepard on the Jane Palmer, the last named operator having resigned.

R. A. Clarke, a new man, replaces S. Hopko on the H. H. Rodgers, the latter having been transferred to the Monterey.

R. B. Mosher, formerly of the Charlton Hall, relieved C. R. Underhill, Jr., on the Rio Grande, when the latter resigned.

R. J. Costigan remained on the Munalbro but two days when he was relieved by N. L. Bode, a new man.

The Walter D. Munson will sail with J. S. Brunhouse, a new man, who was sent to Baltimore to join the vessel, at which place she was equipped.

The waiting list supplied W. Clarkin as junior for the Nacoochee when O. Pfaltz resigned.

W. R. Weeks resigned while junior on the Philadelphia.

The El Dia will sail with R. J. Costigan as junior in place of J. H. Cox, who has resigned.

L. J. DeStasio of the Gulf Oil changed places with E. G. Zahn of the Gulf Coast. Zahn resigned after ten days' service on the Gulf Oil, being replaced by J. W. Allen, formerly of the Monterey.

I. Hunter of the Nelson was relieved at Philadelphia by J. W. Ashmore.

R. A. Germon of the Frederic R. Kellog returned to Frisco. The unsigned list furnished G. Pope for this vessel.

The Cubore will sail with W. Osterloh, who was at Baltimore.

T. R. Hicks, formerly on leave, takes S. Knapp's place on the Oregon, the latter now being on leave.

The Dora will sail with H. H. Warner, a new man, as junior instead of D. E. Foster, who has resigned.

R. W. Young, who has been assigned to the superintendent's office for several months, has returned to sea service and sailed for Africa and the far east on the Amazonia.

SPOKES FROM THE HUB

H. O. Bixby, of the Belfast, has resigned and was relieved by H. Moulton, a new man, who made three trips on the Belfast and transferred to the Suwannee which has been renamed City of Rome.

A. T. Barber and H. S. Smith, a new man, were assigned to the Koln sailing for a Southern port. Barber returned to Boston and is now on the Belfast.

O. N. Eddey transferred from the City of Rome to the City of Bangor and thence to the City of Augusta, where he has settled down.

J. L. Bermingham of the City of Bangor, has resigned. L. F. Martin transferred from the City of Augusta to the City of Bangor.

R. G. Philbrook transferred from the Gov. Cobb to the City of Rome. P. W. Pratt resigned to return to school when the Cobb laid up. E. F. Harber left the Cobb owing to illness.

L. Wadsworth, a new man, made one trip on the newly equipped Arlington and was relieved by J. N. Smith.

Operators Doherty and McKay are on the City of Athens, formerly the Somerset. Operator Stoncer formerly junior resigned.

MARCONI SERVICE NEWS

First sergeant H. J. Meldrum, U. S.S.R.C., formerly manager of the Boston station, is in camp with the Army Reserve Signal Corps.

It is rumored that Operator Leason, now in the New York Division, has become engaged to a charming young Englishwoman.

SOUTHERN DIVISION

Fred Schwab has been engaged at Philadelphia as assistant to Constructor Manley.

E. E. Hill has left our service at Providence. He is a member of the Massachusetts Signal Corps.

R. W. Twine resigned to return to school at Norfolk.

Operators Sherman and Haake have been assigned to the Essex as senior and junior, respectively.

Harry Helgeson is now in Alpina, Michigan, enjoying a much needed vacation.

T. M. Scharf and J. S. Dodge, (a new man) have been assigned to the Ontario at Baltimore.

H. G. Hopper, formerly of the Ontario is now senior on the Juniata with Theo. S. Brown as assistant.

M. Riser is junior on the Persian. Take good care of him Cutey.

H. C. Kruhm has returned to our service on the Sun as assistant to J. F. McQuaid.

C. D. Anderson was relieved on the Toledo by J. H. Leister, a Gulf Division man. Anderson returns to school.

Who is the suspicious looking character at Newport News that boards foreign ships looking for English marmalade? We trust Mr. Gerson will get a good description of him and also the number of his Marconi badge.

J. F. Diehl, of the Eastern Division relieved G. S. Shaffer on the Borgestad.

Earl August is taking a short sojourn to the war zone on the Norlina.

The Augusta of the West Indies Sugar Corporation was equipped at Baltimore. J. S. Spinale is in charge.

J. W. Casebeer has returned to our midst and has been assigned to the Rheatia as assistant.

John Canfield is on sick leave.

Walter Osterloh has been assigned to the new steamship Cubore recently equipped at Baltimore.

J. P. Hunter relieved W. Faries as junior operator on the H. C. Folger at Philadelphia.

William Kurtz has been assigned to the Merrimack as junior relieving J. C. Lewis who returns to school.

Constructors Sinclair and Gerson installed our standard 1-2 k.w. equipment on the new S.S. Walter D. Munson at Baltimore. Eleven amperes radiation was obtained.

Constructor Manley installed equipment on the new steamship W. H. Tilford at Wilmington, Delaware.

Our construction force installed three auxiliary equipments on foreign vessels during the month of September.

Owing to Government operators being supplied F. E. Zahn has been relieved on the Carolinian at Newport News.

GULF DIVISION

Acting Division Inspector Hubner has resigned to accept a position as Radio Draftsman in the Industrial Department in the Navy Yard here.

J. E. Broussard is handling the Excelsior by herself on her trip north for inspection and repairs.

T. C. Hyres has resigned from the Excelsior as junior to re-enter school.

MARCONI SERVICE NEWS

S. J. Weiss has resigned as senior on the Coahuila. R. V. Replogle succeeds him and G. T. Davis, a new recruit, has been assigned as junior.

P. J. Barkley and D. W. Jolls are still enjoying smooth sailing between Tampa, Key West and Havana on the Olivette.

L. E. Adler and K. J. Fruebing are still on the Mexico as senior and junior respectively.

T. Bowen, late of the Torres has been transferred to the Eastern Division and is now in charge of the Anna.

C. C. McCann, late of the Panuco, has resigned to re-enter school. He has been succeeded by A. F. Christiansen, a new recruit, who is making good.

George W. Pope in charge of the Frederic R. Kellog succeeds R. A. Germon who has resigned and returned to Frisco.

B. G. Kreutel thought he had a liking for aviation but has changed his mind and is still on his old home, the George E. Warren.

A. Krog, late of the Catania, has been assigned to the C. A. Canfield.

A. Lizarraga is still holding down senior on the Jalisco.

Henry McKiernan has re-entered the service and is assigned to the J. M. Danziger.

R. Pindado, who has been junior on the Ponce, has been promoted to Senior. R. L. Wolter is junior.

W. K. Storrs is in charge of the Harold Walker.

J. F. Sullivan is still riding on the waters of the Gulf and Atlantic as senior on the Edward L. Deheny, Jr.

C. D. Sweeney is on the L. V. Stoddard.

H. H. Tilly is still going his rounds on the Mexicano.

N. B. Watson is senior on the M. S. Baco.

A. P. West, late of the W. G. Warden is at present on the Tamesi.

L. L. McCabe, the old veteran of the S. Y. Wild Duck, has accepted assignment as senior on the Viking. V. C. McIlvane is junior.

O. Treadway, late of the George Hawley, has been succeeded by Bryan Spain. Treadway takes the Freeport Sulphur No. 2.

L. G. Ainly, an old employee, is on the William Green.

J. Bernert has been assigned to the M. S. Pennant, vice J. H. Leister, who has resigned to accept assignment in the Southern Division.

J. A. Burch is in charge of the Torres.

E. S. Donovan and I. C. Patchin are senior and junior on the Edward L. Deheny.

J. F. Forsyth and A. T. Toeffer are senior and junior respectively on the Charles E. Howard.

N. C. Hilgenberg, a new recruit, is assigned to the S. T. Tormentor.

F. S. Jones, one of the best wire operators of the north west, is at present senior on the San Ramon.

GREAT LAKES DIVISION

R. J. Plaisted has re-entered the service and is holding down the City of Buffalo, vice Donald Hoffman, resigned. Hoffman couldn't stand the weather.

T. W. Putnam has re-entered the service. Putnam succeeds R. W. Sayles on the W. F. White. Sayles deserted the White at Buffalo.

Herman Sams, a new man, relieved Glenn A. Munro on the City of Detroit III.

The Octorara has laid up for the season. Operators O. E. Dunlap, Jr., and A. L. Shafer have returned to school.

The Juniata has been laid up for the season. H. F. Kohnitz relieved

MARCONI SERVICE NEWS

500 cycle panel set before leaving for the Orient.

G. Brown, a new man in the service, replaces F. Wiese as junior on the China.

J. Spatafore was recently assigned to the Klamath as junior in place of H. R. Phillips, who sailed on the Matsonia as junior.

G. Sturley is in charge of the one man ship Louise Nielsen replacing H. B. Reed.

A. E. Evans, formerly connected with the San Francisco Shop, has been called into active service with the Navy, and temporarily stationed at Goat Island.

L. Nickels, a very promising operator, sailed for the East in charge of the Wilhelm Jebsen recently built here for a Norwegian firm and later taken over by the U. S. Shipping Board.

F. Wiese has been assigned as operator in charge of the Willamette.

C. F. Trevatt, who just returned from a trip to London on the Cunard liner War Knight, has been assigned in charge of the U. S. S. B. steamer Wacouta with E. M. Sutton as junior.

The steamer Hattie Luckenbach has been dismantled and her operator H. Markoe has been assigned to the former German vessel Esslingen, now the Nyanza, and sailed for the East with C. L. McCarthy as second man.

A. B. Gilman and W. A. Collins have been assigned to the Shipping Board vessel Rappahannock as first and second respectively.

W. M. Griffith has been placed in charge of the S. S. Itasca, another Shipping Board vessel, with C. A. Briggs, a new man, as second.

L. S. Grabow, an old Marconi man,

replaced J. W. Russel, resigned, as Furser and Operator on the Matson steamer Enterprise.

W. P. Giambruno relieved L. Carmine as operator in charge of the McCormick steamer Klamath.

E. A. Werner has been assigned as junior operator on the Beaver, replacing J. F. Parenti.

The Standard Oil tanker J. A. Moffett has been placed in commission and sailed with R. B. Lohry in charge of the wireless plant.

Mr. Frank Woodbury Shaw, former manager of the Hillcrest Station under the Marconi regime, is now in the U. S. Naval Reserve as chief electrician and is in charge of the same station for the Government.

During the month of October the Seattle Construction Department equipped the former German steamer Irinz Waldemar, now the Wacouta, with a standard Marconi half kilowatt 500 cycle set.

The San Francisco Construction Department during the month of October dismantled the Steamers Colusa, Governor, President and Ernest H. Meyer, re-equipping the first three with the new standard Marconi two kilowatt 500 cycle sets and the Ernest H. Meyer with the Marconi half kilowatt 120 cycle type set. The equipment of the steamers Governor and President was performed in fast and excellent fashion, the vessels remaining at San Francisco overnight only. In addition to the above and the regular routine work, the following equipments were also started: The Sagaland type P5; the Santa Isabel type P5; the Santa Cristina type P5; the Iris type P5, and the Fred R. Weller type P8.

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